

Canadian Pacific Railway Construction, Betterments, Etc.

Windsor St. Station, Montreal.—The interior and other work on the enlarged Windsor St. station and office building had been so far completed that the members of the staffs began to take possession of their new quarters, June 17. It is expected that the transfer of the various departments will be completed by November.

The entire ground floor of the station will be occupied by shops, and offices have been reserved for the Bank of Montreal. The main entrance at the corner of Windsor and St. Antoine streets, consists of a vestibule 40 ft. square, while the general waiting room is 58 by 132 ft. Off this is a ladies' waiting room, a nursery, and smoking room, all with lavatory accommodation. The refreshment room, and dining room are conveniently situated and special provision is made for the immigrant traffic.

Campbellford, Lake Ontario and Western Ry.—The Board of Railway Commissioners has approved location plans for the line from mileage 94 to 97, and from mileage 106.17 to mileage 121 from Glen Tay, Ont.

A bylaw has been passed by the taxpayers of Trenton, Ont., granting a free site for a roundhouse and station, with a nominal assessment for ten years, the company agreeing to make Trenton a divisional point.

The contractors are pushing construction as fast as possible. Malvern is the centre of the construction work at the east end of the line, and other centres are at Trenton, working easterly, and Bay-side, working westerly. Deeks and Hinds, the general contractors, have their headquarters at Agincourt.

Agincourt to Toronto.—In connection with the building of the new Lake Shore line, J. W. Leonard, Assistant to Vice President, is quoted as stating that it had been decided to build a second track on the present line easterly from Yonge St. through Leaside, Donlands, and Wexford, to near Agincourt, where the Campbellford, Lake Ontario and Western Ry. joins the main line. The contract for the substructures of the new bridges to carry the double track across the main Don, the west Don, the Belt Line ravine, and the reservoir ravine would be let at once, so that the steel work could be put up in the spring.

Georgian Bay and Seaboard Ry.—A regular freight and passenger service was inaugurated on this line July 2, the Board of Railway Commissioners having authorized the opening for traffic of the 7 miles from Coldwater to Bethany, Ont. The trains run through to Port McNicoll, to and from which point the company's upper lake steamers sail five days in the week, for Port Arthur and Fort William.

North Toronto Improvements.—J. W. Leonard, Assistant to the Vice President, in an interview in Toronto, July 16 is quoted as saying, that the plans for the new union station at North Toronto with the Canadian Northern Ry. had been approved, and that work would be begun within a month. The building would be sufficiently large to accommodate satisfactorily the two railways which are to use it. Its size and appointments would be in keeping with the rapid growth of the city, and worthy of the Toronto of the future. He said definitely that the company would not build a hotel in Toronto, as has frequently been rumored.

The Board of Railway Commissioners has approved plans for the track elevation at North Toronto, and has ordered that plans be filed for the subways at Yonge St. and Avenue Road. The Board has also approved plans for the elevation of the C.P.R. and the Canadian Northern Ry. from Summerhill Ave. to Dovercourt Road, with some alterations.

Toronto Freight Yards.—The tearing down of the old government house and

the other buildings on the King-Wellington St. site is practically completed, and it is expected that the new freight sheds on the site will be under construction early in August.

In connection with the laying out of the yard an extensive piece of work is being carried out along the Front St. embankment, east of Bathurst St. A retaining wall is being built, in such a way that 25,000 cubic yards of the present bank can be cut away, to form a lead starting from under the Bathurst St. bridge, up to the yards. It is expected that this part of the work will be completed by the end of August.

South Ontario Pacific Ry.—The first section of this railway, viz., from Guelph Jct. to Hamilton, Ont., 16.3 miles, was opened for traffic July 1.

Sudbury-Port Arthur Second Track.—The second track work between Sudbury and Port Arthur, to which reference was made on pg. 349 of our last issue, is being carried out under the supervision of B. C. Huffman, for the Dominion Construction Co., which has the contract. His headquarters are at Sudbury.

In an interview in Toronto, July 16, J. W. Leonard, Assistant to the Vice President, is quoted as stating that the 60 miles of work already let would be completed this season.

Spur Lines at Fort William, Ont.—The Board of Railway Commissioners has directed the company to build a spur line along Neebing Ave., for the benefit of the industrial plants being established along the Kaministiquia River.

North Transcona Freight Yards.—Press reports state that contracts for \$2,000,000 of work have been let in connection with the laying out of the new freight yards at North Transcona, Man.

Portage la Prairie to Brandon Second Track.—The Board of Railway Commissioners has authorized the opening for traffic of the second track from Melborne to Carberry, Man., six miles.

Estevan Westerly.—A route map for a line from Estevan, Sask., westerly for 96.5 miles has been approved by the Minister of Railways.

Pasqua-Caron Second Track.—The Board of Railway Commissioners has authorized the opening for traffic of the second track from Moose Jaw to Caron, Sask., 16.2 miles.

Touchwood Hills Branch.—The Minister of Railways has approved of a route map for a revision of the Touchwood Hills branch, for 48.8 miles.

Moose Jaw Southwesterly.—The Board of Railway Commissioners has authorized the opening for traffic of this branch from mileage 27.4 to 35, and has approved of location plans for its extension from mileage 37.85 to 64.47. The plans for this branch show that it will connect up with the line now under construction from Swift Current, southeasterly.

Moose Jaw Northwesterly.—The bridge across the Saskatchewan River, a little north of Outlook, which was described on pg. 215, of our issue of Mar., 1910, is expected to be completed early in November. This will connect up Moose Jaw by means of the branch already completed, with the Portage la Prairie-Wetaskiwin line at Macklin.

Swift Current, Northwesterly.—The Board of Railway Commissioners has authorized the opening for traffic of this branch from mileage 33 to 34.8, a point beyond Cobri, Sask.

Weyburn-Lethbridge Line.—The Board of Railway Commissioners has approved of location plans presented by the Alberta Ry. and Irrigation Co., which is building the western end of the line, for the route from Stirling, Alta., easterly for 37.14 miles. The contractor for the

grading of the first 25 miles, has the work well in hand, and the bridge building gang started work at Stirling, July 8.

Sedgewick Southerly.—A route map for a line of 23.6 miles from Sedgewick, Alta., southerly, has been approved by the Minister of Railways.

Suffield Southwesterly.—Grading is in progress south of the Bow River, on the section of the line from Kipp towards the mileage under construction from Suffield, Alta.

Alberta Central Ry.—The Minister of Railways has approved of route maps for this line from mileage 140 to the Yellowhead pass, Alta., 165 miles.

Calgary to Vancouver Second Track.—We are officially advised that five engineering parties are in the field preparing plans and estimates for the building of a second track between Calgary, Alta., and Vancouver, B.C., 812 miles. The location surveys have not yet been sufficiently far advanced to state definitely what changes in alignment, etc., will be made. F. F. Busted, is Engineer in charge of grade revision and double tracking, Calgary west, with office at Kamloops, B.C. Press reports state that one of the results of surveys made, show that by the construction of a five mile tunnel through the Selkirk range, starting at Bear Creek and terminating below Glacier, a gradient of less than 1% against western traffic can be obtained, and that by a division at Notch Hill, just east of Kamloops, the 1% gradient could be obtained from Calgary to Vancouver.

Kaslo and Slocan Ry.—Some temporary work has been done on the existing narrow gauge line in order to permit the operation of trains for construction purposes, and to enable the present mineral traffic to be got out, pending the complete reconstruction of the line.

Trail to Metalline, B.C.—Press reports state that a survey has been made for a line from Trail, B.C., to Metalline, on the International boundary, where connection can be made with a branch line of the Idaho and Washington Northern Rd. The last spike of this line was driven, June 24.

Grand Forks, B.C.—An agreement has been reached between the city council, the C.P.R. and the Kettle Valley Lines, whereby the two railways will lay out union terminals in the city. The city gives a free site and exemption from taxation for ten years. The companies will make an initial expenditure of \$200,000 on buildings.

Grain Elevators at Vancouver, B.C.—George Bury, Vice President, informed the Vancouver Board of Trade recently that the company would have a grain elevator ready at its deep water terminals by the end of 1914. He would be prepared towards the fall to give the Board fuller information as to this, and the company's other plans for handling the business at Vancouver. (July, pg. 344.)

Sliding of Railway Fills built on ground which is underlain by limestone strata are prevented on parts of the St. Louis and Southwestern Ry. by breaking up the surface of the rock with dynamite, according to J. P. Warren, Assistant Roadmaster, at Tyler, Tex. Fills on ground of this character had been found to give trouble due to the seepage of water through the overlying ground to the surface of the rock, causing slipping at that point.

The third annual sports of the C.P.R. European staff, were held at Acton, Eng., June 29.

A London, Eng., cable states that Herr Van Kramer, in conjunction with Herr Van Kapp, has invented an apparatus by which a signalman is enabled to stop a train at a distance of 20 miles by merely pressing a button in his cabin.