

Canadian Northern Railway Construction, Betterments, etc.

James Bay and Eastern Ry.—The Board of Railway Commissioners has approved of location plans for this line in Roberval tp., Que.

Grading on the line from outside Roberval was on July 19, reported to have been practically completed to Chute a l'Ours, about 30 miles, and track laying will be started Aug. 1. J. P. Mullarkey is the contractor. It is said that the line will be extended along the valley of the Ashuapmouchouan River, and through the Chibougamou country, to Nottaway Bay or James Bay.

Montreal Tunnel and Terminal Construction.—The company's plans for the tunnel from the north side of Lagachetiere St. to the new town on the western side of Mount Royal, were approved by the Board of Railway Commissioners, July 11. The question of the overhead viaduct from Lagachetiere St., to the harbor front was left over in order that the Montreal city council might have a further opportunity to study the plans submitted.

Preliminary work in sinking shafts at the city end of the tunnel was started July 13, and it was expected that boring operations would be started by July 30. It is estimated that 1,000,000 cubic yards of material will be excavated from the tunnel, and an additional 500,000 cubic yards from the excavations for the central station.

The Montreal city council gave consideration, July 21, to the company's plans to connect the tunnel up with the station in the east end at Moreau St. The route to some extent parallels the Lachine, Jacques Cartier and Maisonneuve Ry., and in approving it, the council reserved rights as to crossings of all present and future streets. This matter will be dealt with later on.

Montreal-Ottawa-Port Arthur Line.—Prior to leaving Montreal for England, June 26, Sir Wm. Mackenzie is reported to have said that the proceeds of the \$35,000,000 of bonds guaranteed by the Dominion Government for the building of the line was in the bank, and the contractors had 7,000 men at work pushing the different sections of the line to completion. The work would be completed by the end of 1914.

The first section of the line extends from Montreal to Hawkesbury, Ont., 58 miles, construction on which is well advanced and is expected to be completed this year. J. P. Mullarkey has the contract for this section of the line. The line from Hawkesbury to Ottawa has already been completed and is in operation. From a point outside Ottawa to Pembroke, 90 miles, grading is being pushed forward. J. P. Mullarkey being the contractor for this work also. It is expected to have track laid to Fitzroy harbor, 25 miles, this year.

G. A. Mountain, Chief Engineer of the Board of Railway Commissioners, has spent some time in North Bay, investigating the different routes recommended for the line through the town, and to plan a line which will meet the objections made to that surveyed by the company.

The Board of Railway Commissioners has approved of revised location surveys for the line through Badgerow, Field and Gibbons townships, northwest of North Bay. The Board has also approved of revised location plans for the line from mileage 208.3 to 211.47 west of Sudbury Jct.

Steel is reported to have been laid from Port Arthur, easterly to the mouth of the Mackenzie River, where a temporary bridge has been built and across which a temporary track has been laid. The Kennedy Construction Co. is reported to have the contract for the erection of the concrete piers and abutments for the permanent bridge. It is expected

that these will be completed in the spring.

Canadian Northern Ontario Ry.—The Board of Railway Commissioners has authorized the operation of traffic over the line from Toronto to Deseronto, Ont., rescinding previous orders. Work is well advanced on the line to Sydenham, which includes the cut offs on the Bay of Quinte Ry., the contract for which is being carried out by Angus Sinclair. From Sydenham to Ottawa, 90 miles, J. P. Mullarkey, is carrying out the contract for the greater part of the work, Ewen Mackenzie having completed the grading on the 20 miles from mileage 180 to 200. On this 90 miles track is reported to have been laid from Ottawa to the Rideau River, and track is also being laid westerly from Sydenham. Another track laying gang is preparing to start work at Forfar, where the line crosses the Brockville, Westport and Northern Ry.

A route map has been approved by the Minister of Railways for the company's projected line easterly from North Toronto for 7.2 miles.

Sir Wm. Mackenzie is reported as having recently stated that the company's plans included the laying out of large yards and shops at Leaside Jct., and smaller shops on the Rideau River, near Ottawa. The principal shops of the company would be those at Leaside Jct., near Toronto, and at Port Mann, B.C. A new building for the head offices would be erected in Toronto. The union station to be erected at North Toronto by the C.P.R. would be the company's principal station in the city, although a few of the trains might run into the Front St. station.

The Minister of Railways has approved of a route map for the company's proposed line through the counties of Lincoln and Welland, Ont.

Canadian Northern Ry.—The new train shed of the Fort Garry union station at Winnipeg, was opened for traffic June 24. There are six tracks in the shed, which is being used by the C.N.R., the G.T. Pacific Ry., and the Great Northern and Northern Pacific Railways.

Considerable improvements are being made in the company's yards at St. Boniface, Man. It is reported that \$75,000 will be expended on the work before the end of the season.

The Board of Railway Commissioners has approved of location plans for a branch line through tps. 30-34, range 4, west of the second meridian, Sask., and through tps. 24-22, range 1, west of the 5th meridian, and range 29, west of the 4th meridian, Alta.

Work is reported to have been started on a 10-stall roundhouse with a machine shop attached at Radville, Sask. This is a divisional point on the company's line from Maryfield to Lethbridge, Alta.

M. H. MacLeod, General Manager, is reported as stating that the line into Calgary, Alta., will be completed by September. This line is to be continued southerly to Macleod, and the route plans for 12 miles southerly and westerly have been approved by the Minister of Railways. Construction on this line was started at the Macleod end, the Northern Construction Co. having the contract. Mr. MacLeod is also reported as stating that a contract will shortly be let for the remaining mileage into Calgary.

Canadian Northern Pacific Ry.—The supervision of the construction of the company's line from the Yellowhead Pass to the Pacific coast has been divided between the company's Winnipeg and Vancouver offices. T. H. White, who had charge of the final location surveys, and has been Chief Engineer for the C.N.P. Ry., has charge of the construction from the Pacific coast to the Albride summit, while the remaining mileage from Albride summit to the Yellowhead Pass is being supervised from the Winnipeg of-

fices. The construction headquarters of the Northern Construction Co., which has charge of the contract for the line from Kamloops to the Yellowhead Pass for itself and Foley, Welch and Stewart, advised us recently as follows:—McDonald Bros., who have a subcontract for the first 20 miles from Kamloops northeasterly, have practically completed the grading. The next 10 miles was sublet to Boyd and Craig, who have about two months' work yet to do to complete. The next 30 miles has been sublet to Murdoch and Co., who have made good progress during the three months they have been at work. There are about 500 men, including station gangs on this section. The sub-contract for the next 100 miles has been sublet to Twohy Bros. Co., who have two complete steam shovel plants on the ground and are busy taking in supplies, making two complete trips a week. Twohy Bros.' own steamboat goes up the Fraser River as far as mileage 100. The remaining mileage to the Albride summit, it was expected would be sublet at an early date.

Press reports state that contracts have been let for the ten bridges described on pg. 337 of our last issue as follows:—Substructures for seven of the bridges, Armstrong and Morrison, Vancouver, B.C.; substructure for one bridge, John Galt Engineering Co., Winnipeg; substructure for two bridges, C. F. Graff, Seattle, Wash., has the option of a refund at certain prices. The Dominion Bridge Co. has the contract for six of the superstructures, and the Canadian Bridge Co., Walkerville, Ont., the contract for the other four.

Surveys are being made for a branch line from Kamloops through Vernon to Kelowna, at which point a terminal site of 17 acres fronting on Okanagan Lake has been acquired. Press reports state that tenders will shortly be asked for the building of the line.

Press reports state that a contract has been let for the grading at the terminal yards at Port Mann. The contract, it is said, involves the raising of the level of the area by 4 ft., requiring the bringing in of 350,000 cubic yards of material. The yard will have room for 60 miles of track of which 30 miles will, it is said, be laid this year.

The line between Port Mann, and Hope has been completed, and a regular daily freight and passenger service will be put in operation Aug. 1. Press reports state that tenders will shortly be asked for the erection of the stations on this section of the line. Easterly from Hope the line is practically completed to near Rosedale; track has been laid to the Coquihalla River, and ballasting is in progress. The superstructure of the bridge across the Coquihalla River is being built, and it is expected that the grading will be completed as far as Yale, early in September. The boring of the tunnel at Yale is expected to be completed by Dec. 31, and beyond that point the work is well advanced to North Bend.

Sir Donald Mann, Vice President, is reported as having stated in Vancouver, July 6, that nothing would be decided about the company's terminals in that city until the city council had decided as to the disposal of the False Creek property. The location of terminals would determine the route and manner of the entrance of the line. The company would have an entrance independent of other lines.

Canadian North Eastern Ry.—The Minister of Railways for British Columbia, has approved of route map for the extension of the company's line from mileage 13.5 out of Stewart to the junction of the Naas and Blackwater rivers, 91.5 miles; of the route map of a branch line up the north fork of the Naas River, 50 miles; and of a branch starting from the Blackwater River for 95 miles, to the G.T. Pacific Ry. crossing of the Skeena River, 16 miles below Hazelton.