

G.T.R. Betterments, Construction, Etc.

Montreal Track Elevation.—Plans have been submitted by the G.T.R. to the Montreal City Council Committee for the abolition of level crossings in the city, by the elevation of its lines. The cost of the project is estimated at \$5,000,000, of which it is proposed that one-half shall be borne by the city. The closing of several streets is desired by the company, and to this the committee is opposed. Negotiations are in progress with a view of some modification being agreed upon.

Ottawa Division.—The new roundhouse, coal chutes and turntable at Madawaska have been completed. Extensive dock improvements have been authorized at Depot Harbor, where a new coal plant will also be installed, and the trestle east of the terminus will be filled in. New trestles and bridges are to be put in on the Pembroke Southern Ry. (a leased line), and other improvements made.

Toronto Junction Station.—A permit has been issued for the erection of a new station, to cost \$2,500, at Toronto Junction, Ont. It is to be of brick, 65 by 28 ft.

Hamilton.—The officials at Hamilton, Ont.,

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and the company asked the city to pay one-half of the cost.

St. Lambert-Ste. Rosalie Second Track.

—A contract has been let to McRae, Chandler and McNeill for the construction of a second track between St. Lambert and Ste. Rosalie, Que., 33 miles. The work will, it is understood, be completed in the fall.

Station Buildings.—The work of reconstructing the Union Station at Sherbrooke, Que., will be taken in hand during the summer. Exclusive of the Ottawa and Toronto stations, the company proposes to erect 20 new station buildings in Ontario during the year. New freight shed accommodation is to be provided at Brantford, Ont.

Lindsay Westerly.—The 3.5 miles of new track laid near Lindsay, Ont., in 1906, was a diversion of the main line between Midland and Belleville for the purpose of enabling the company to handle its traffic more safely and expeditiously through the town of Lindsay. The diversion will not appreciably increase the mileage.

Allandale Shops.—Plans are being prepared for car and locomotive repair shops to be built at Allandale, Ont., for the Northern Division, the geographical position of which necessitates repair work being done locally instead of having to send cars and locomotives to Montreal, as at present.

Toronto-Niagara Line.—It is said that negotiations are in progress between the company and the Ontario Government Hydro-Electric Commission respecting the use of electric power by the G.T.R. It is stated that the company is contemplating the adoption of electricity as a motive power on its line between Toronto and Suspension Bridge, as well as on a number of other lines which may be conveniently served with power.

Improvements at London.—The negotiations for the elevation of the tracks and the other improvements contemplated in the city of London, Ont., have been interrupted by the resignation of F. H. McGuigan, Fourth Vice-President, but the London city

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Hamilton.—The officials at Hamilton, Ont., have been informed that the company has options on three sites in the city, in connection with the proposals to erect an improved passenger station there. The sites are: on the main line between Bay and Hughson streets; on Ferguson Ave., near the jail; and the site of the present King St. station.

St. Mary's Station.—The plans for the new station to be built at St. Mary's, Ont., provide for a structure 92 ft. in length; to be built of brick, with a cement platform. The general waiting room will be 50 by 20 ft., and the building will provide all modern arrangements for the convenience of the company's officials and the public.

London Improvements.—A train service over the new elevated tracks between London and Hyde Park, Ont., was put on June 28.

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St. Mary's Station.—The plans for the new station to be built at St. Mary's, Ont., provide for a structure 92 ft. in length; to be built of steel, with a cement platform. The general waiting room will be 50 by 20 ft., and the station will provide all modern arrangements for the convenience of the company's officials and the public.

London Improvements.—A train service on the new elevated tracks between London and Hyde Park, Ont., was put on June 28. The work, which has been in progress for over two years, cost about \$1,000,000. By its completion one of the steepest gradients on the line has been removed. At one point the new track is 30 ft. above the level of the old, while at another point, near Hyde Park, five miles west of the city, the rails had to be lowered 20 ft. The question of the elevation of the tracks in London city is still in abeyance, but it is expected that further action will be taken in a short time with a view of resuming the negotiations which were broken off a few months ago.

Clair Tunnel.—Satisfactory progress is reported as being made upon the installation of the machinery for the operation of the trains through the tunnel between Sarnia, Ont., and Port Huron, Mich., by electricity.

Montreal-St. Antoine.—Application is

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Railway Finance, Meetings, etc.

Atlantic and Lake Superior Ry.—An order was made June 10 by the Exchequer Court confirming the scheme of arrangement filed in March, and amended in some details by the court. In pursuance of the scheme of arrangement, the bondholders of the Baie des Chaleurs Ry., one of the companies amalgamated to form the A. and L.S. Ry., are invited to transfer and deliver to the Royal Trust Co., Montreal, up to July 15, the bonds held by them. Bonds not so transferred are barred from the benefits of the special trust fund, and the holders of the same will rank as ordinary unsecured creditors. A special general meeting of the shareholders of the B. d C. Ry. Co. was called to be held in Montreal, June 15, for the purpose of declaring the forfeiture of the shares belonging to those shareholders who have made default in the payment of any call payable by them for the space of two months after the time appointed for the payment thereof, and of authorizing the directors to sell the shares so forfeited either at public auction or by private sale.

Baie des Chaleurs Ry.—See Atlantic and Lake Superior Ry.

Canada Coal and Rd. Co.—See Maritime Can. and Power Co.

of the \$300,000 of preferred stock which company took over the Joggins Ry., which was constructed under the authority of an act of the Nova Scotia Legislature passed in 1883. The railway is 12 miles long and there are 350 miles of sidings—all of which are laid with 56-lb. steel rails. At June 30, 1906, its rolling stock consisted of two locomotives, one first-class car, one second-class car, two baggage, mail and express cars; five platform cars, and one snow plow. During the year the train mileage was 22,450, and the engine mileage, 29,768 miles; 11,328 passengers, and 102,245 tons of freight (97,202 tons being coal) were carried. The total earnings were \$43,080.46, and net earnings \$12,428.72. The general statement shows that \$300,000 of the common stock had been subscribed and paid up; \$61,000 had been paid up on the \$150,000 preferred stock issued; there had been received \$37,500 by way of subsidy from the Dominion Government, and \$35,200 from the Nova Scotia Government. The cost of the railway and equipment is given as \$168,061.25, and at June 30, 1906, there was a floating debt of \$478.14.

Montreal, Ottawa and Occidental Ry.—At the last session of the Quebec Legislature, a vote of \$750 was made towards the payment of one year's interest to June 30, 1908, at 3%, on \$25,000 purchase price of the fuel yard at

yard, Detroit, Mich.; J. N. Beckley, Rothesay, N.Y.; Sir T. G. Shaughnessy, D. McNicoll, Montreal; E. B. Osler, N. Kingsmill, W. P. Torrance, Toronto; D'Arcy Scott, Ottawa. Earnings for May, \$91,418.45, "against" \$57,789.53 for May, 1906.

Wabash Rd.—A refunding and extension mortgage for \$200,000,000, in favor of the Bowling Green Trust Co., J. C. Von Blaircom and Jas. B. Forgan, has been filed at Detroit. It will run for 50 years at 4%, and is to cover an issue of bonds to be issued in denominations of \$1,000. Holders of old securities are permitted to exchange their holdings for an equivalent in the new mortgage bonds. The present indebtedness to be taken up is \$89,000,000 and the remainder of the issue is to be devoted to extensions and improvements of the system.

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Port Hope Viaduct.—In connection with the recent investigation by the Board of Railway Commissioners into the application of the G.T.R. respecting the viaduct at Port Hope, Ont., the judgment of the Board is that the viaduct should not be filled in between the east side of Mill St. and the west side of elevated tracks, and that full width openings should be left for King St. and John St. The formal order had not

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Toronto Eastern Entrance Plans.—It has been decided by the Dominion Department of Justice, that the application of the G.T.R. for approval of its route map for a new eastern entrance into Toronto does not come within the jurisdiction of the Minister of Railways, according to Sec. 167 of the Railway Act. This decision does not set forth that the application has to come before the Board of Railway Commissioners. The procedure in a case like the present, where a railway desires to change the location of its completed line, appears to have been left in a doubtful state by the various amendments made to the act.

Stratford Shop Extension.—C. M. Hays wrote recently to the Mayor of Stratford, Ont., stating that a contract had been let to the Canadian Bridge Co., Walkerville, Ont., for the furnishing and erection of the structural steel work for the additions to the company's shops at Stratford. The work should be completed within eight months. The present boiler erecting and machine shop will be done away with and an entire new steel and cement structure erected. The new building will be 950 ft. long and run from the street line of Nelson St. eastward. The shops will be 175 ft.

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Hyde Park, London, Ont.—The extensive
work of cutting through Hyde Park hill,
west of London, Ont., which has been in
progress for about a year, is expected to be
completed by the end of the summer. The
hill has been cut down about 70 ft. at its
summit, and room has been provided for
the laying of four tracks. This work has
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recently completed at the Cove, and repre-
sents an expenditure of about \$1,000,000.

Hyde Park, London, Ont.—The extensive work of cutting through Hyde Park hill, near London, Ont., which has been in progress for about a year, is expected to be completed by the end of the summer. The hill has been cut down about 70 ft. at its summit, and room has been provided for laying of four tracks. This work has been done in connection with the bridge recently completed at the Cove, and represents an expenditure of about \$1,000,000.

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3235. May 7.—Authorizing Grand Trunk Pacific Telegraph Co.'s crossing over C.P.R. tracks at West Fort William, Ont.
3236. July 3.—Ordering adoption and use of crossing of G.T.R. by C.P.R. in Varnouth
3270. July 9.—Authorizing C.P.R. to construct spur line to Superior Portland Cement Co.'s premises, Orangeville, Ont.
3271. July 9.—Authorizing Central Ontario Ry. to construct bridge across Papineau River, near Vankleek Hill.

Canadian Northern Ry. Construction, Etc.

- St. John Valley Ry.—Ex-Premier Pugsley of New Brunswick is quoted as having stated that Mackenzie, Mann & Co. have received a report from their engineer as to the route

ing the current season.

Minneapolis, St. Paul and Sault Ste. Marie Ry.—A contract is reported let to Foley Bros., St. Paul, Minn., for the construction of a line from Brooten to Duluth, Minn. It is said the line will be 180 miles long, and that it will have a maximum gradient of 5%, and a maximum curvature of 30. The line will cross the Great Northern Ry. and the Northern Pacific Ry. at a number of points.

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London, Ontario.—Satisfactory progress is

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NOTES ON RECENT DEVELOPMENTS

London Track Elevation.—Instructions have been received in London, Ont., that all properties recently purchased in connection with the track elevation and other improvements in the city, are to be kept in repair and rented. This is taken to indicate, that nothing will be done for some considerable time in the way of track improvement.

Sarnia Tunnel.—Owing to some delays in obtaining material it is not expected that it will be possible to operate trains regularly through the Sarnia tunnel by elec-

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