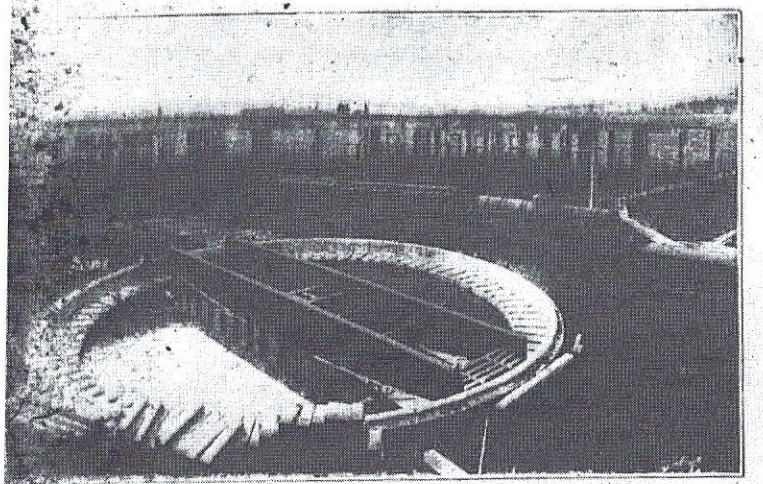
Betterments, Construction, Etc.

St. Charles Shops.—The negotiations ... the fixing of taxation on the ... property at this point, has been ... agreed to on a basis of $1,000, ... period of 20 years. The company ... ing for extensive improvements ... sions to the shops, and desired to ... assessment fixed before the work ... menced.

Round House, etc. The round ... and machine shop recently built at ... near Toronto, contains 30 stalls, each ... wide at the inner circle, and 26 ft. at ... er circle. Each stall is 82 ft. long, ... into three sections, and carried on ... lumns. The entire structure is built ... crete, reinforced with Kahn trussed ... The interior columns are 14 in. square, ... ntain each four 1 x 1½ in. trussed bars. ... agonals of these steel members are ... horizontal in order to obtain the effect ... ping. Angle guards were placed in all ... in order to prevent chipping. The ... in the outer circle are T shape, ... g a pilaster on the outside, and at the ... time supplying recesses for keeping ... ntain walls between columns. The ... at these points allow for expansion ... ntraction. In designing the columns ... interior circle, it was feared that loco- ... striking the outside floors would ... the concrete columns which carried ... For this reason these columns so that if an excessive load were placed upon any one portion the same would be distributed over the adjoining panels. Anchors for carrying steam pipes and controlling individual smoke stacks over locomotives were placed in the concrete while the same was green. The machine shop roof is constructed similarly to the round house, using a series of beams about 12 ft. ... spanned with a 4 in. concrete slab. These are also reinforced with Kahn trussed bars. The illustrations on this page show the method of construction.



G.T.R. ROUND HOUSE AT MIMICO, ONT., IN PROCESS OF CONSTRUCTION.

Guelph Improvements.—The Guelph, Ont., City Council had before it July 4 the decision of the Board of Railway Commissioners to allow the G.T.R. to expropriate Jubilee Park for station extension purposes. The formal order has not been issued, but the decision is causing considerable comment in the city. It is said to be likely that a joint station will be built for the use of the G.T.R. and the C.P.R.

Paris Station.—Negotiations are in progress with the Town Council for the erection of a new station at Paris, Ont., at a point nearer the town than the present one.

Brantford Station and Improvements.—The new station was completed and occupied early in July, and the removal of the old building was expected to be completed by the end of the month.

After further discussion a new agreement has been made between the Brantford, Ont., City Council, and the G.T.R., respecting improvements at that point. The new agreement was reached July 11, and the necessary papers are being prepared. Under the agreement the company will construct subways under Niagara and Albion streets, an overhead crossing of the Paris road, lay a switch to Holmedale

C.P.R. Betterments, Construction, Etc.

St. John to Montreal.—Surveys are being made with a view of reducing gradients on the Eastern and Atlantic Divisions between St. John, N.B., and Montreal.

Toronto-Sudbury Line.—The contract for the construction of the portions of the Toronto-Sudbury branch between Bolton and Coldwater, and between Severn Bridge and Parry Sound has been let to G. S. Deeks & Co., of Toronto, and the section between Coldwater and the Severn River, 12 miles, to Battle, Conlon and Armstrong, of Thorold, Ont. The total distance covered by these contracts is 128 miles. It is expected that the line between Bolton and the Severn River will be in operation by Dec. 1, and the rest of the line into Parry Sound, next summer. It was expected to have the grading between Romford and Byng Inlet completed by the end of July, but it had not been decided July 10 when tracklaying would be commenced. No contracts have been let for the portion of the line between Parry Sound and Byng Inlet, but it is intended to let contracts for this to enable work to be proceeded with in the fall. (July, pg. 307).

Wahnapitae Improvements.—The rail level of the line in the vicinity of Wahnapitae, Ont., is being raised several feet in connection with the gradient improvement along the line in this division. The station and platform has been raised about 6 ft. to conform to the new level.

Fort William to Winnipeg Second Track.—The company has decided to proceed at once with the construction of a second track from Fort William to Winnipeg, about 426 miles. Some years ago the work of lengthening sidings and adding new ones was taken in hand, and most of these latter were so constructed that they could be worked in with a second track when such became necessary. Later on some preliminary rock work, etc., in the vicinity of Kenora (Rat Portage), Ont., was taken in hand, the contractors being Foley Bros., Larson & Co., which firm has now secured the contract for the second track construction. A good deal of the work, such as widening existing embankments and train work will be done by the C.P.R. itself, but such work as the widening of existing cuts and the construction of new lines where better alignment and easier gradients can be obtained, will be done by the contractors. The heaviest work will be the 60 miles east and the 40 miles west of Kenora. The new

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