

ABANDONED THE CONTRACT

THE G. T. R. DOUBLE TRACKERS IN THE SOUP.

Campbell & McBeth Undertake, Too Cheaply, the Work of Double Tracking Between Here and Toronto—The Company Takes the Work Over, and Will Finish It.

The Grand Trunk company has taken over the grading contract of Campbell & McBeth, of Strathroy, for that portion of the double track from Parkdale to Clarkson, about fourteen miles. The firm took the contract at \$30,000 and put 145 men at work, but subsequently found that the material they had to work through was harder and more difficult than they expected. On Saturday they threw up the sponge, and it is stated there is considerable back pay coming to the men. Mr. Gibson, of Beamsville, has the contract for the stonework on the line and the Hamilton bridge company has the contract for the bridges, but they of course will not be affected. The Grand Trunk took over the contract on Monday morning, and will put on 250 or 300 men at once and rush the work on that section through in ten days or so.

The double track will extend from Toronto to Burlington. Twenty-four miles of grading will have been finished by the middle of December, but it will take some time to construct the large iron bridges at Bronte and Oakville. The grading between these two points is already well in hand. After Nov. 16 the spur line will be open and most through trains will run over that line without coming into the city. A switch is being put in on the south side of the Burlington station connecting the beach line with the Toronto branch towards Hamilton. This completes the belt line around the bay—a train can now leave the Stuart street station and run across the beach and around the bay back to Hamilton again without shunting.

They Him Out the Window

November 11
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