

Canadian Northern Railway Construction, Betterments, Etc.

Western District.—The Minister of the Interior has been authorized by Order in Council to grant to the C. N. R. a license of occupation of a portion of the bed of Red Deer River, in the S.W. ¼ Sec. 28, Tp. 28, Range 19, west of the 4th Meridian, Alta., as a site for a railway bridge on the Saskatoon-Calgary line.

Pacific District.—It is reported that the B.C. Government has called upon the company to proceed at once with the completion of all the lines on the mainland for which provincially guaranteed bonds have been issued. This covers the branch line from near Kamloops into the Okanagan Valley, for which surveys have been made, and the terminals at False Creek, Vancouver, where considerable work is in progress. The company's traffic at present goes into Vancouver over the Great Northern Ry., the plans for its own line from New Westminster not yet having been definitely settled.

We are officially advised, in regard to the company's car shops, at Port Mann,

False Creek, but that will be attended to after the completion of the sea-wall just west of the Main St. bridge. The filling in will then extend right out to the sea-wall and the Main St. bascule bridge will be unnecessary when that is done. But it may be some time next summer before that is accomplished, although it is expected to have the station and a good deal of the other terminal work done this year.

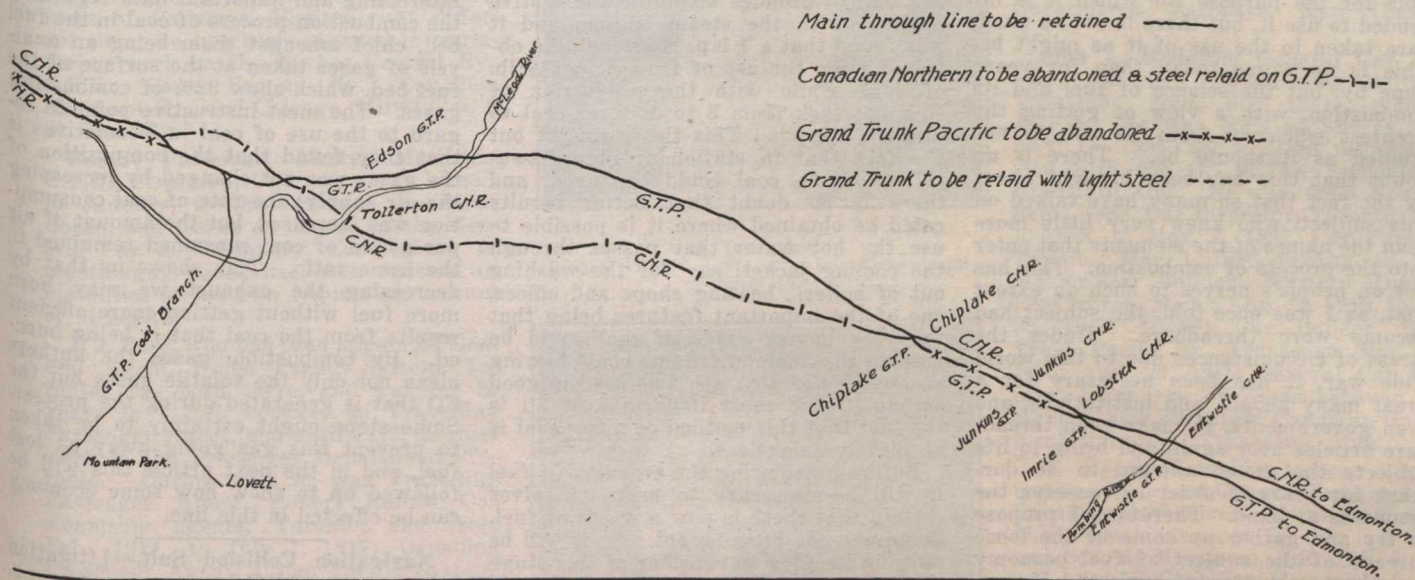
Vancouver Island.—The British Columbia Government has notified the company that it must proceed at once with the uncompleted portion of its undertakings. The time fixed by the late government for the completion of the lines on the Island was July 1, and this company asked for a further extension. There are funds arising out of the proceeds of the sale of provincially guaranteed bonds available for this work, which includes the completion of the line from Patricia Bay to Victoria the line from Victoria to Barkley Sound, and the laying out of terminals in Victoria.

The Patricia Bay-Victoria line is practically completed, and the finishing up work is in progress. A station 40 x 25

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Ontario District.—The C.P.R. has moved the old Lambton station, which about three years ago was moved from its original site, to a new one, up to the golf club grounds, where certain trains have been stopping for some years past. On the site and grounds adjoining the old station, sidings have been laid. Other sidings, principally for coal traffic purposes are necessary and the company has applied to the York Tp. Council and to the Board of Railway Commissioners for approval of the plans. The work will necessitate the closing up of a street, and the strengthening of the walls of a subway. The company proposes to provide a new street 66 ft. wide, but the township council is asking for one 80 ft. wide. The matter came before the Board July 17. Work in connection with the laying of the new sidings is in progress.

Saskatchewan District.—The Board of Railway Commissioners has authorized the opening for traffic of the Moose Jaw south westerly branch, from Vantage to



Track Lifting for Overseas Shipment, Canadian Northern and Grand Trunk Pacific Railways, Inverness, Alta., to Resplendent, B.C. (See pg. 308.)

that W. E. Suter, of Winnipeg, is in charge of filling up the plant, which will be operated by electricity generated at the company's own plant, and that no decision has been reached as to the date for the plant being started in operation.

Vancouver Terminals.—Rapid progress is reported on the work of erecting the passenger station at False Creek, Vancouver. All the foundation work has been finished, the form work for the concrete for the second story is practically in place and the concrete men are at work on that floor. Once the concrete is set for that floor, good progress can be made towards finishing the building, as there is a vast quantity of cut stone, tiling and terra cotta on the ground all ready for the completion of the structure. Meanwhile, work on the offices and freight sheds located a short distance south of the station has also been rushed and these are practically finished as far as the acting details to the offices and freight sheds are being attended to by the various subcontractors. There is a considerable amount of filling in to be done yet over the whole area of the C.N.R. grant at

ft. is being erected at Cordova Bay.

Some rails have been laid on the line to Barkley Sound, but generally work is at a standstill on it, owing to shortage of rails.

It is reported that the plans for the terminals in Victoria have not been submitted to the B.C. Government for approval. (July, pg. 274.)

Railway Lands Patented.—Letters patent were issued during June, respecting Dominion railway lands in Manitoba, Saskatchewan, Alberta and British Columbia, as follows:

	Acres.
Calgary & Edmonton Ry.	11,286.00
Canadian Northern Ry.	3,520.00
Canadian Pacific Ry., grants	6.47
Canadian Pacific Ry., roadbed and station grounds	12.49
Canadian Northern Western Ry.	1.72
Edmonton, Dunvegan & British Columbia Ry.	336.58
Qu'Appelle, Long Lake & Saskatchewan Rd. & Steamboat Co.	800.00
Total	15,963.26

D. O. Lesperance, Chairman, Quebec Harbor Board, has been appointed a senator.

Assiniboia, Sask., mileage 50 to 64.5. The extension was actually opened for traffic June 18, but regular train service was not placed in operation until June 24.

Alberta District.—The distance between Weyburn and Lethbridge, when the new line is completed, will be to 55.8 miles. This line will connect with the line into Lethbridge at Sterling, and the only section now to be built is that between Altawan, at the Saskatchewan-Alberta boundary, and Manyberries, Alta., 37.9 miles. The construction of this section is likely to be undertaken from the Manyberries end. (July, pg. 270.)

Intercolonial Railway Coal Rates.—It was announced recently that a general increase in freight rates on coal, from Nova Scotia and New Brunswick mines, had been put into effect. We were officially advised July 23 that it had been considered advisable to modify these rates for the time being, and that the rates that would be adopted eventually had not then been decided on.