

necessary items, so that no material was scattered along the line. The headquarters of the construction department were situated at these material-yards, the offices and houses making quite a village; but all the houses were portable, and of such size as to be readily moved on flat cars, and when, as the track advanced each 100 miles, it became necessary to move on to a new point, the change could be made in a day, and without delay to the work.

During the year 1883 two more branches were built by the company in the north-west, one from Winnipeg to Selkirk, on the west bank of the Red River, 22 miles, and another from Emerson to a connection with the Pembina Mountain branch, 23 miles, long.

The whole of the line between Winnipeg and Lake Superior was transferred by the Government to the company in May 1883, and is now in operation, giving the company an independent outlet eastward by way of the Great Lakes during the season of navigation.

The work of the Company for the year 1883 may be summarised as follows:—

Extension of main line, west, from Sturgeon River	Miles.
Extension of main line, east, from Port Arthur	100
Extension of main line, west, to the summit of the Rocky } Mountains	101
Algoma branch	376
Ontario and Quebec Railway	96
Selkirk Branch	200
Emerson Branch	22
	23
Making for the year a total of	<u>918</u>

The lines owned and operated by the company at the end of the year were:—

<i>Eastern Division.</i>		
Main line	Miles.	Miles.
Branches	445	
	199	
	<u> </u>	644
<i>Western Division.</i>		
Main line	1495	
Branches	244	
	<u> </u>	1,739
Ontario and Quebec Railway		200
Credit Valley Railway and branches		184
Toronto Grey and Bruce Railway } and Branches		196
Total		<u>2,963</u>