

been erected at a number of points, and freight sheds have been built at Mine Center, Fort Frances, and Rainy River, Ont., and at Beaudette, Minn. New track scales have been built at West Fort William and Rainy River. (Oct., pg. 347.)

Winnipeg Roundhouse.—The erection of a new 15-stall engine house at Winnipeg is being gone on with. This is in addition to the existing 14-stall roundhouse hitherto in the yard.

Winnipeg Ticket Offices.—The Company's city ticket office, together with the city offices of the Canadian Northern Express Co., and the Canadian Northern Telegraph Co., will be moved Nov. 1 from 431 Main st. to the corner of Portage avenue and Main st., into the store hitherto occupied by A. Wright.

General Improvements on Manitoba Lines.—Section houses and station buildings have been erected at a number of points over the entire system, and new freight sheds have been built at Hartney, Gladstone and Neepawa, Man. New water stations have been built at White Plains, Roland, Belmont and Hartney, and at a number of other points gasoline plants have been substituted for windmill towers for pumping purposes. New sidings are being built at many points on the system, and others are being lengthened to meet the increasing traffic.

The Western Extension Ry. Co., which was incorporated at the last session of the Manitoba Legislature for the purpose of constructing a number of branch lines in Manitoba, and for entering into a contract with the Manitoba Government for the construction of the same, has been formally amalgamated with the C.N. Ry. Co. The C.N. Ry. Co. was authorized by an act passed at the recent session of the Dominion Parliament to absorb the W.E. Ry. Co., the incorporators of which were C.N. Ry. officials. The agreement of amalgamation was filed with the Secretary of State at Ottawa Oct. 23. (May, pg. 152.)

Manitoba Branches.—Press reports recently stated that the Company had a survey party in the field, running a line from Armstrong to Rosebank, Man., and that it was intended to continue the survey to Thornhill. We are officially advised that the Company is not making any surveys in that section of the country. The Company is under contract with the Manitoba Government to construct a line from Roland or Myrtle to Morden, but such a line would not touch either of the points mentioned in the report.

Edmonton.—At the recent session of the Dominion Parliament a subsidy of \$3,200 a mile was voted to the Edmonton, Yukon and Pacific Ry. towards the construction of 50 miles of railway from South Edmonton to North Edmonton, Alta., and thence northerly towards the Yellow Head pass. The E.Y. and P. Ry. charter is owned by Mackenzie, Mann & Co., but has not been formally amalgamated with the Canadian Northern Ry. It has constructed about four miles of line from Strathcona into Edmonton, and is now extending that line to the Hudson's Bay reserve, where it has acquired land for a station yard and buildings. (Oct., pg. 347.)

Recent Dominion Legislation.

The following acts relating to transportation interests were passed at the recent session of the Dominion Parliament, in addition to those mentioned in our issues of July (pg. 231), and Aug. (pg. 318):

Incorporating the Canadian Telephone and Telegraph Co.

Incorporating the Southern Central Pacific Ry. Co.

Incorporating the St. Chrysostome Ry. Co.

Incorporating the Quebec, New Brunswick and Nova Scotia Ry.

Amending the act respecting certificates to masters and mates of ships.

Incorporating the Grand Trunk Pacific Ry. Co.

Incorporating the Toronto and Hamilton Ry. Co.

Incorporating the Canadian Transportation and Storage Co.

Respecting the Nicola, Kamloops and Similkameen Coal and Ry. Co.

Incorporating the Brockville, Westport and Northwestern Ry. Co.

Further amending the Steamboat Inspection Act, 1888.

Amending the act relating to Ocean steamboat subsidies.

Amending the act relating to the Department of Railways and Canals.

Incorporating the Ottawa River Ry. Co.

Amending the act respecting the harbor of North Sydney, N.S.

Respecting the construction of a National Transcontinental Ry.

Amending the Manitoba Grain Act, 1900.

Amending the Shipping Casualties Act, 1901.

Respecting the pilotage district of Montreal, and the port and pilotage district of Quebec.

Authorizing the granting of subsidies in aid of the construction of certain lines of railway.

Authorizing aid to the Quebec Bridge and Railway Co. towards the completion of its undertaking, and to confirm an agreement between the Government and the Company.

Amending and consolidating the law relating to railways.

Respecting the jurisdiction of the Exchequer Court as to railway debts.

RAILWAY DEVELOPMENT.

Projected Lines, Surveys, Construction, Betterments, Etc.

Algoma Central and Hudson Bay Ry.—Track has been laid for 64 miles of this line about 1½ miles beyond Mekatina, and grading has been completed to Park Lake, where a junction will be effected with the Michipicoten branch line. Some of the bridge work has been done on the six bridges from Park Lake southerly, but nothing has been done at the Montreal river bridge, which will be 1,100 ft. long and 130 ft. high. This bridge crosses the river at the Montreal falls, which are 175 ft. high. A location survey has been completed from Park Lake Junction to White River, on the C.P.R. transcontinental line. The line is being operated from Sault Ste. Marie, Ont., to Ogidaki, by the receiver, B. F. Fackenthal, Jr., three trains a week being run. The Michipicoten branch will probably be closed for the winter. (Oct., pg. 339.)

The Cape Breton Electric Co. has now in operation about eight miles of electric street railway in Sydney, N.S., and five miles from North Sydney to Sydney Mines. Its power houses are at Sydney and North Sydney, and it has a sub-station in Glace Bay, which supplies power for the Sydney and Glace Bay Ry. In Sydney the equipment consists of nine motor cars equipped with two no. 67 motors, and in North Sydney there are three similar cars. The company also operates three ferry steamers between the various piers in Sydney and North Sydney. (Aug., pg. 267.)

Cape Breton Ry.—This railway is now in operation between Point Tupper and St. Peter, N.S., about 32 miles. At the recent session of the Dominion Parliament a subsidy at the rate of \$3,200 a mile was voted towards the extension of the line from St. Peter to Louisburg, 50 miles. The surveys for this extension have been completed. (Oct., pg. 340.)

Halifax and Southwestern Ry.—The line constructed under the charter of the old Nova Scotia Southern Ry. from New Germany on

the line of the Central Ry. of Nova Scotia to Caledonia has been completed. It is being operated as a branch line of the Central Ry., which has been absorbed by the H. and S. Ry.

The Dominion Parliament at its recent session voted the following subsidies in aid of the construction of this line, which also comprises the Central Ry. from Bridgewater to Middleton, N.S., and the lines being constructed under the charter of the old Nova Scotia Southern Ry.: from Halifax to Mahone Bay, 62 miles; from Bridgewater toward Barrington Passage, 83 miles, and an additional 39 miles to Barrington Passage; from New Germany to Caledonia, 22 miles, and from Caledonia to Liverpool, 29 miles. These subsidies are at the rate of \$3,200 a mile, with the usual provision for an increase to \$6,400 a mile in the event of the cost of construction exceeding \$13,000 a mile. (Oct., pg. 341.)

James Bay Ry.—At the recent session of the Dominion Parliament of \$3,200 a mile, with the usual provisions for an increase to \$6,400 a mile, was voted for the construction of a railway from Toronto, through Parry Sound to Sudbury, 265 miles. Replying to a question asked in the course of the discussion, the acting Minister of Railways stated that the line would cross the C.P.R. at Sudbury, and would ultimately form part of the Canadian Northern transcontinental line. It was also stated that the line would follow a route on the east side of Lake Simcoe in order to secure better gradients. (Oct., pg. 342.)

Klondike Mines Ry.—At the recent session of the Dominion Parliament a subsidy at the rate of \$3,200 a mile was voted towards the construction of a railway from Dawson to the Stewart river, Yukon territory. In the discussion the acting Minister of Railways stated that this would be the most northerly railway on the continent. Replying to Col. S. Hughes, the Premier stated that the Government would have to build an all-Canadian railway to the Yukon, now that the award on the Alaska boundary question had been decided in favor of the U.S. (July, pg. 237.)

Lindsay, Bobcaygeon and Pontypool Ry.—We were advised, Oct. 24, that grading was almost completed from Burketon, on the C.P.R. Toronto-Montreal line, to the southern boundary of Lindsay, and from the eastern boundary of Lindsay to Bobcaygeon. The grading in the town of Lindsay is expected to be completed this year, the delay having been occasioned owing to difficulties in fixing the location, caused by the G.T.R. putting in a number of new sidings and rendering a deviation necessary. All the culverts and other structures are built. The building of the stations and water tanks will be proceeded with during the winter. The station buildings will be Blackstock, six miles north of Burketon; Lindsay, Dunsford, about halfway between Lindsay and Bobcaygeon, and Bobcaygeon. There will also be two flag stations, the location of which is not fixed. About 4,000 tons of 60-lb. rails of Belgian and German make have been ordered, with 24-inch angle bars. The contractors are: general, E. F. Fauquier; sub-contractors, J. McMartin, Burketon, eight miles of grading and fencing from Burketon northerly; and Guy Campbell, who has eight miles of grading and fencing from the end of McMartin's contract to East river or across creek; I. T. Richards has the contract for fencing the balance of the line. At the last session of the Dominion Parliament the subsidy of \$3,200 a mile for a line not exceeding 40 miles between Burketon and Pontypool was revoked. (Oct., pg. 343.)

Manitoulin and North Shore Ry.—The completed section of this line are being operated under Superintendent Montgomery. It is reported that this line, while allied with the Consolidated Lake Superior Co., is independent of it and is not affected by the Receiver-ship.