

Canadian Northern Ry. Construction.

Port Arthur Terminals.—The new freight sheds on the docks at the foot of Arthur st. have been completed, and the extension to the elevator is approaching completion. The new station proposed to be erected will be at the head of the dock on South Water st. (Aug., pg. 269.)

Port Arthur to Winnipeg.—During the summer considerable ballasting has been done on the line from Port Arthur to Rainy River. Other work in connection with the erection of stations, laying out of yards, etc., has also been carried on. (Aug., pg. 269.)

Winnipeg Terminals.—W. Mackenzie, President, denies the report that it is the Co.'s intention to build a station in Fort Garry park, Winnipeg. (Aug., pg. 269.)

General Construction.—W. Mackenzie, President, and D. D. Mann, Vice-President, recently inspected the work being done on the main and branch lines, and in an interview Mr. Mackenzie said it was expected to have graded and the steel laid on about 250 miles of the track by the end of the season. The work had been delayed owing to the non-arrival of the rails, only 2,500 tons having been delivered to the end of Sept. There was also a difficulty in getting men on the different contracts. The rails used are 60 lbs., and will be replaced later by heavier ones. The 250 miles of track to which Mr. Mackenzie referred to as likely to be laid this season will include the extension of the line from Erwood towards Carrot river, the extension from Grand View towards the Riding mountains; the Neepawa branch, the completion of the Carman branch to Somerset, and the branch from Emerson easterly.

Emerson Branch.—The Co.'s trains commenced running into Emerson, Man., over the bridge constructed in 1883, and recently acquired by it, in Oct. Construction has been in progress for some time on the extension from Emerson, easterly, for about 20 miles, and nearly the whole distance has been graded. On Oct. 30 we were advised that 14 miles of track had been laid. This extension will tap a new district, and it is the intention of the Co. in time to extend the line to Sprague, on the main line from Port Arthur to Winnipeg, which will considerably reduce the mileage from points on the Morris-Brandon branch to Port Arthur. (Aug., pg. 269.)

Carman Branch.—The grading on the branch from St. Charles to Somerset, Man., via Carman, which was completed to 11 miles beyond Carman, and track laid, last year, has been completed this season and track has been laid. Nothing definite has been announced as to any future extension of the branch. (June, pg. 199.)

Branch to Oak Point.—The reconstruction of the old Winnipeg and Great Northern line from Winnipeg to St. Laurent, 40 miles, has been proceeded with during the summer. About 30 miles have been cleared, while about 25 miles of this to Lake Frances have been regraded. The line is expected to be completed to Oak Point, several miles beyond St. Laurent, next year. Some miles of track are expected to be laid this year. (Aug., pg. 269.)

Neepawa Branch.—Tracklaying has been completed on a branch line from Katrim, on the main line, 23.8 miles from Portage la Prairie to Neepawa, Man., about 33 miles. Grading has been completed for about 20 miles north of Neepawa, and it is expected that grading will be completed this year to another junction with the main line at McCreary, 84.6 miles from Portage la Prairie. At a meeting of the Railway Committee of the Privy Council, held at Ottawa Oct. 29, permission was given to cross the C.P.R. tracks at Neepawa, provided an interlocking switch

was put in. A station is under construction at Neepawa. A section of this line, from tp. 13 range 15 to Neepawa, about 11 miles, has been constructed under the charter of the Morden and Northwestern Ry., and the other sections under agreement between the C.N.Ry. and the Manitoba Government, approved by the Manitoba Legislature last session. The M. and N.W.Ry. Co. has a Manitoba charter to construct a railway from the International boundary between ranges 3 to 6 west, via Morden, Miami, Treherne, Carberry, to Neepawa, and thence westerly or northwesterly to the westerly boundary of the Province, with branches from Morden to Snowflake, and from Morden to Winnipeg, with a branch to Carman from a point in tp. 6, ranges 2 and 3 west.

The Gilbert Plains Extension, from Gilbert Plains Jct. to Grand View, Man., 26.6 miles, has ceased to be spoken of as a branch, and is referred to as the main line. M. H. McLeod, Chief Engineer, has completed a location survey from Grand View to within 150 miles of Edmonton, Alta., and A. G. McFarlane, C.E., is locating easterly from Edmonton. A contract for grading 50 miles from Grand View, let to G. H. Strevel, has been practically completed, and tracklaying is in progress. An additional contract for grading has been let and work will be pushed this season to as near the Assiniboine river, near the mouth of Little Boggy river, as possible. (Aug., pg. 269.)

Erwood Westerly.—Tracklaying has been commenced on the 20 miles of grade completed last year beyond Erwood, Sask. Grading has been pushed forward during the summer, 30 miles additional having been completed, and is expected to be completed to Crooked river, in range 12 of the 2nd principal meridian. Owing to the scarcity of labor and the wet season progress has been slower than was anticipated. (Aug., pg. 269.)

A Map of Newfoundland, recently published by W. H. Taylor, L.S., St. John's, Nfld., is based on the most recent surveys and contains a great deal of information not given on maps heretofore issued. The railway and telegraph lines are shown with the stations, etc., as well as the surveys for lines projected as far back as 1875, and the lands granted to R. G. Reid in connection with railway construction, etc. The geological features of the Colony are indicated by numbers, and their boundaries marked, but these boundaries and other indications show that there is a considerable area as yet unexplored. The lighthouses and other aids to navigation are all marked and particulars are given as to the distance to which the lights are visible, and the periods of the fog signals. The map is a complete one and will be found useful to explorers, navigators and others.

On the occasion of the recent trip of the general passenger agents over the G.T.R. to Portland, Me., a successful experiment was made in communicating by means of wireless telegraphy with St. Dominick station from the moving train. Dr. Rutherford, F.R.C.S., and Dr. H. T. Wilson, F.R.C.S., of the McDonald Physical Laboratory, McGill University, Montreal, conducted the experiments, and Dr. Bovey and Professor McLeod, also of McGill, were present. Communications were received eight miles from St. Dominick, and messages were exchanged from the rapidly moving train until beyond the range of influence, eight miles on the other side of the station. It is claimed that this is the first time that wireless telegraphy has been attempted from a moving train.

A train service was commenced on the Edmonton, Yukon and Pacific Ry. Co.'s line from Strathcona to Edmonton, Alta., Oct. 22.

An Illinois Central Departure.

On Nov. 2 the Illinois Central Rd. will inaugurate, in connection with the Minneapolis & St. Louis Rd., a new first-class through line between Chicago and Minneapolis and St. Paul via Dubuque, Waterloo and Albert Lea; the line being over the I.C.R. from Chicago to Albert Lea, and the M. & St. L.R. from Albert Lea to St. Paul. Over this line will be run a fast, wide-vestibule train, the "Chicago and Minneapolis and St. Paul Limited," leaving Chicago daily at 6.10 p.m., arriving at Minneapolis at 8.05 a.m. and St. Paul at 8.40 a.m. The southbound train will leave St. Paul daily at 7.10 p.m., and Minneapolis at 7.45 p.m., arriving at Chicago at 9.30 a.m. The equipment of the "Limited" will consist of sleeping car, buffet-library car and reclining chair car through without change between Chicago and Minneapolis and St. Paul. Dining car service will be furnished, supper being served out of Chicago and breakfast into Chicago. As the Minneapolis & St. Louis Rd. uses the union passenger station at St. Paul, connection for all diverging lines from Minneapolis and St. Paul for the North and Northwest will be made at the St. Paul union station.

The Halifax and Yarmouth Ry., which extends from Yarmouth to Barrington, N.S., has, since Jan., 1901, been operated only between Yarmouth and Pubnico. The service to Barrington was resumed in Oct.

The Canadian Locomotive Co. has purchased the Lang wharf, and the old railway cottages fronting the dry dock at Kingston, Ont., in order to extend its works.

The Kingston and Pembroke Ry. is adding to the machinery in its shops at Kingston, Ont., so that its locomotives can be repaired there.

The Midland Ry. of Nova Scotia has recently added 7 cars to its equipment, which on Oct. 1 comprised 51 cars.

The Minneapolis, St. Paul and Sault Ste. Marie Ry. has added 320 box cars, 60,000 lbs., to its equipment.

The Montreal Street Ry. Co. is now being operated by power generated at the Richelieu river.

The Thousand Islands Ry. has added a locomotive to its equipment.

TRANSPORTATION APPOINTMENTS.

Canadian Northern Ry.—D. B. Hanna, heretofore General Superintendent at Winnipeg, has been appointed Third Vice-President. Office at Toronto. It is said he will also be appointed Controller.

E. A. James has been appointed General Superintendent, vice D. B. Hanna. Office at Winnipeg.

W. A. Webster has been appointed acting Car Service Agent. Office at Winnipeg.

Canadian Pacific Ry.—The office of W. B. Bulling, Assistant Freight Traffic Manager, has been transferred from Montreal to Toronto.

M. H. Brown, heretofore Assistant General Freight Agent, Ontario Division, has been appointed General Freight Agent. Office at Toronto.

H. B. Miles has been appointed Resident Engineer districts 17 and 18. Office at Chapleau, Ont.

S. B. McConnell has been appointed Resident Engineer district 16. Office at North Bay, Ont.

J. H. Hughes has been appointed Trainmaster district 16, with office at North Bay, in place of W. Hewitt, who has been appoint-