

Manitoba & Southeastern.—Construction from La Broquerie, last year's terminus, towards the International Boundary was delayed in the spring by wet, but is now progressing satisfactorily. W. Mackenzie states that this line, and its connection, the Minnesota & Manitoba R.R., will be completed to Rainy River this season, & that he expects the connection between Rainy River & Thunder Bay, the Ontario & Rainy River Ry., will be finished in time to carry wheat of the 1901 crop. (May, pg. 134.)

Nanaimo-Alberni.—It is said that a start has been made on the construction of a line to connect these two places on Vancouver Island.

Northern Pacific.—Early in June it was announced that the Co. had decided not to rebuild the Manitoba Hotel in Winnipeg, but simply to re-erect the station & divisional offices, the reason given being that the Co. had failed to come to an agreement with the Provincial Government as to the extension of its lines in the province. It has since been stated that, as the result of further negotiations, an arrangement has been arrived at with the Government, but it is hardly likely that the hotel will be rebuilt in view of the decision of the C.P.R. to build a large hotel, most of the business of the Manitoba Hotel having been derived from C.P.R. passengers. No announcement has been made as to the terms of the arrangement with the Government, but it is believed that a branch will be built from Portage la Prairie northerly to Clandeboye Bay or some other point on the east side of Lake Manitoba, & another branch from Portage la Prairie westerly towards Hamiota, with a spur to Brandon, & that the Government will guarantee bonds to the extent of \$8,000 a mile. The Co. has applied for power to build a line from its main line at Morris, east or southeasterly to the International Boundary, & it is thought that this is with a view of getting an air line to Duluth. (May, pg. 135.)

Ontario & Rainy River.—The number of men employed on construction has been largely increased, & several additional contracts have been let. W. Mackenzie states

that it is expected to have the line completed by the fall of 1901. It is considered certain that the Dominion Parliament will increase the bonus to \$6,400 a mile irrespective of the cost of construction. In giving the Co. power to secure the Port Arthur, Duluth & Western Ry., Parliament has protected the town of Port Arthur, which gave \$25,000 bonus for the shops of the P. A. D. & W. being located there. (May, pg. 136.)

Ottawa & Gatineau Valley.—No definite information is obtainable as to whether the proposed extension from the present terminus at Gracefield, 60 miles from Ottawa, to Maniwaki, 28 miles, will be gone on with this year. Settlers beyond Maniwaki have petitioned for a further extension north to Eagle Bay on Great Victoria Lake. (May, pg. 136.)

Rutland & Noyan.—This Co. has been chartered by the Dominion Parliament to build some 3 or 4 miles of track to connect the Rutland with the Canada Atlantic. The connection will be made from Alburg, Vt., the portion of the line on the Canadian side to be built under the R. & N. charter.

Wabash.—It is said the Co. has bonded some farm property in the east end of St. Thomas, Ont., with a view to the erection of shops. At present much of the repairing work of the Canadian Division has to be sent to the works at Fort Wayne, Ind.

The Tilsonburg, Lake Erie & Pacific now runs from Port Burwell, Ont., to Tilsonburg, 20 miles, connecting at the latter place with the G. T. R., M. C. R., & the Wabash. The Co. wants to extend to Woodstock, & is endeavoring to secure a Government subsidy.

White Pass & Yukon.—On June 12 we were officially advised as follows: "Construction is now actively in progress between the summit of the White Pass & Lake Bennett; 12 miles of roadbed from Lake Bennett southerly towards the summit is completed up to the foot of Middle Lake, ready for the laying of rails, leaving about 5½ miles of rock work along Summit & Middle Lakes to complete; when track laying will be commenced, & continued to Lake Bennett, to which point it is hoped to have rails laid by July 10 at latest,

when train service will be immediately started the whole way from Skagway to Lake Bennett." (May, pg. 137.)

It is reported that as soon as the rails are laid from Skagway to Lake Bennett, construction will be commenced on the line from the latter place to White Horse Rapids, with the intention of ultimately going to Fort Selkirk, at the mouth of Lewis River. All the first surveys of this extension have been made & surveyors & construction engineers are said to be now in the field getting ready for the grading.

Capt. W. Langley is said to have completed arrangements to build a narrow-gauge line from Taku City to Atlin, N.W.T., in connection with the W.P. & Y. The road is to be about 3 miles long. This information somewhat conflicts with the information about the Atlin Short Line Ry. & Navigation Co. on pg. 175.

G.T.R. Clearing House.—A prominent Chicago railway man writes, with reference to the recent meeting of the Association of Railway Accountants in Montreal, that it was then stated that although the association was established in 1888, it was only this year that the New York Central created a clearing house for its through freight. He points out that as far back as 1882 the G.T.R. instituted this method of arriving at the proportion due to the several companies it did business with, as far as possible. It thus not only saved the junction staff for the G.T., but a duplicate thereof for each of the companies concerned, which must, in the past 18 years, have saved the companies hundreds of thousands of dollars. The companies embraced in this clearing house, which was established in the auditor's office of the G.T.R. by the then Auditor, T. B. Hawson, were the G.T.R., Chicago & G.T.R., Detroit, Grand Haven & Milwaukee, Canada Atlantic, Intercolonial, Central Vermont, & other railways. The traffic earnings amounted to many thousands a year, while the staff required to do the work consists of a few clerks. The system does away with the need for the employment of scores of men.—Witness.

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