

CANADIAN PACIFIC RAILWAY EXTENSIONS DURING 1901

MUCH NEW WORK AND COSTLY BETTERMENTS UNDER CONSTRUCTION—OTHER ROADS.

Notwithstanding the great disadvantages in the way of railway building last year, the Canadian Pacific Railway Company carried on the construction of new road at a number of points on its western division during

new branch line was put under construction during the year, commencing at Forrest, a station on the Northwest Central branch, and extending from this point in a westerly direction. This new branch was graded for a distance of 40 miles west of Forrest, and 17 1/2 miles of this was trenched. This branch runs about midway between the main line and the Northwest Central branch, through a well settled and very fine section of country. The road will bring market points much closer to the settlers residing midway between the main line and the Central branch.

During the year 1899, two short branches were built in Southern Manitoba, both of these being feeders of the Deloraine branch. These were called the Snowflake and Waskada extensions, respectively. These two lines were again extended last year. On the Snowflake branch 91-2 miles were graded, and 20 miles were graded on the Waskada road.

Canada, consisting as it does of four spans, each 125 feet long, and a central span of 250 feet, making 750 feet from end to end. It is one of the finest pieces of bridge work in the country.

On the Southwestern branch a heavy trestle, 3,000 feet in length, has been built across the Souris valley at Treeshank, which will be completed by a steel bridge of a permanent character, 300 feet long, across the Souris river, to replace the wooden structure already there, and to the approaches of which the trestle work was constructed. The filling for the trestle work has all been completed and the roadbed across the Souris valley is now a model of solidity.

Another heavy piece of work on the Southwestern branch has been completed, in the filling in of two grades near Treherne with stone arch culverts. My this work a big reduction has been effected in two heavy grades and one of the heaviest eastbound grades on the line has been completely wiped out.

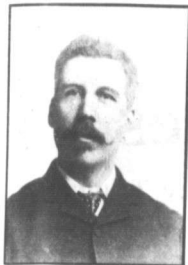
On the Pembina line the masonry bridge has been completed for a bridge of two spans, 60 feet in length, over the Pembina river near La Riviere. This bridge will be laid with steel girders and superstructure and will replace the wooden structure now in use.

Speaking of these betterments Mr. Woodman, chief divisional engineer, said: "In Manitoba there are sev-

erent features of the work of the past year has been the additions made in the side tracks, spurs and sidings at many points before the wheat movement began.

IN THE TERRITORIES.

In the Territories no new road was built last year by the Canadian Pacific Railway Company. The Pipestone branch extension built during 1900 was improved by widening cuts, etc. At Calgary work has been completed on the stone abutments for a bridge across the Elbow river and the second crossing of the Bow river. These will be built with steel spans



WM. WHYTE,
Assistant to President.

1901. It is the purpose of this article to deal only with the western division, extending from Lake Superior to the east. One great drawback to the prosecution of railway work last year was the scarcity of labor. Owing to the great amount of work going on all over the continent, it was impossible to secure men in the numbers required. Another feature was the inability to secure material, particularly iron and steel, owing to the great pressure upon the manufacturers of railway supplies. Added to this, the Canadian Pacific Railway was seri-



E. A. JAMES,
Superintendent of Transportation.

The branch starting at MacGregor station, on the main line, running westerly from that place, was also extended during 1901, by the addition of ten miles of grading. This branch was started in 1899, when some grading was done. In the following year, 26 miles of the road were completed, to Wellwood.

Work was started last spring on the extension of the West Selkirk branch, upon which some work had been done the previous season. After 14 miles had been graded last year, the work was discontinued for the meantime. The objective point of this extension is Lake Winnipeg. The road will likely be completed this year. The completion of the line from Selkirk to the lake, would be a great advantage to Winnipeg pleasure seekers, as it would bring the city within an hour or two by rail of Lake Winnipeg, where a fine summer resort could be established.

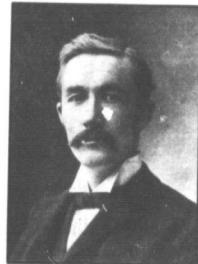
This concludes the construction of new roads in Manitoba during last year. In Winnipeg an important work was undertaken in the construction of a new steel bridge over the Red river, and this is now about completed. The bridge is one of the largest in western



W. R. MACINNES,
Assistant Freight Traffic Manager.

eral gigantic pieces of work almost completed. On the Southwestern branch at the Souris river a half mile of trestle has been filled in. The immensity of this work will be better realized when I tell you that the average height was forty-eight feet. The permanent bridge across the river itself will be completed this year. At Treherne, also, on the Southwestern branch, the ravine through which the Boyne river flows, and over which there was formerly a trestle, has been filled in. The height of the dump is fifty feet, and by this piece of work the only grade for east bound trains on the entire line has been eliminated. The masonry of the new bridge at La Riviere on the Pembina branch, is also practically finished, and two of the girders have been put in position. The spans, which are two in number, are sixty feet in length."

Station construction has also been an important feature of the year's work. New modern stations with stone foundations, and freight sheds, have been built at Deloraine, Hamiota, Carroll and Carletonville, the latter point being in Assiniboia territory. Just west of the Manitoba boundary. The last and perhaps one of the most im-



J. W. LEONARD,
General Superintendent.

and the structures will be of the most modern and substantial design. Minor improvements have been made at other points.

IN BRITISH COLUMBIA.

On the Pacific division of the Canadian Pacific Railway, which includes the company's system in British Columbia, less work has also been done during 1901 than in recent previous years. Some new road, however, has been built, and some very important betterments have been undertaken. In the building of new roads we have first the Vancouver and Lulu Island



W. B. LANGLAN,
General Freight Agent.

branch, running from Vancouver to Steveston, a village at the mouth of the Fraser river. On this line something over eight miles were graded during 1901, making about 14 miles altogether graded on this line, including work done in 1900. Nearly six miles of track have been laid on this line, and this was also done during 1900, the only extension of work the



C. E. MCPHERSON,
General Passenger Agent.

only handicapped by a prolonged strike on its system, which lasted during the greater portion of the building season. Still, some progress has been made during the year, not only in new work, but also with important improvements in the way of betterment.

IN MANITOBA.

In Manitoba work was carried on no less than five different lines. A