

Canadian Northern Ry. Construction.

Port Arthur Terminals.—A contract has been let for the construction of an addition, 400 ft. long and 100 ft. wide, to the no. 1 dock at Port Arthur, and for the erection thereon of a shed 350 ft. long by 52 ft. wide. Two lines of track will be laid on the dock, which will be used for handling the Co.'s through freight. Vigers & Co., of Port Arthur, have the contract, and the work is to be completed by July 1.

The Port Arthur Elevator was completed at the end of Feb., and the first shipment of wheat was received and stored Mar. 8. It is proposed to add to the elevator accommodation by putting up one or more elevators of 1,500,000 bush. each, but no definite decision has been reached on the point as yet. (Sept. 1901, pg. 262.)

The West Port William Coal Docks are to be enlarged during the summer so as to provide accommodation for handling 150,000 tons.

Duluth Extension.—A steel bridge is to be built over the Kaministiquia river at Stanley, on the Duluth extension, the old Port Arthur, Duluth and Western Ry. The bridge will be built on stone abutments. At present the railway is carried across the river by a trestle.

H. K. Wicksteed, C.E., is at present engaged on a survey for the continuation of the Duluth extension from the international boundary near Gunflint Narrows, 66 miles from Stanley, to Ely, Minn., on the iron range where a junction will be effected with the Duluth and Iron Range Ry. (Dec. 1901, pg. 360.)

Winnipeg Terminals.—The Co. is reported to be negotiating for the purchase of the remaining frontage on the Red river owned by the city, and not at present occupied by railway companies, with a view to rearranging the tracks of the Winnipeg Transfer Co., and making a connection with the old Winnipeg and Great Northern Ry. which is referred to in the following paragraph.

Branch to Oak Point.—The Manitoba Legislature at its recent session confirmed an agreement entered into between the Co. and the Government for the construction of a branch from near Winnipeg, through Rosser, Woodlands, St. Laurent and Posen to Lake Manitoba, about 55 miles, the work to be completed this year. This covers 40 miles of the line constructed under the charter of the Winnipeg Great Northern Ry. to St. Laurent, but never operated, and carries the line 15 miles further to Oak Point. No contract has been let for the work.

Carman Branch.—The agreement between the Co. and the Manitoba Government to construct a line from St. Charles to Somerset, about 70 miles, was ratified at the recent session of the Legislature. Track was laid for 55 miles in 1901, and grading was completed for 8 miles further. The branch will be completed this year. Surveys have been made for a branch from Carman to Morden, about 25 miles. A contract is expected to be let at an early date.

Portage la Prairie Station.—Plans are being prepared for a new station at this point of about the same size as that on the C.P.R. The station will be built this summer, but its dimensions have not been decided.

Beaver to Gladstone, Man.—The piece of line between these points, 18.3 miles, which gives the Co. its own through line, was constructed in 1901, by the C.N. Ry. Co., under an agreement with the Manitoba Government, which was ratified at the recent session.

Neepawa Branch.—Under an agreement with the Manitoba Government, confirmed at the recent session of the Legislature, the Co. has to construct this year a line from 6 miles south of Gladstone, near Golden

Stream station on the main line, westerly to tp. 13, range 15, about 25 miles; thence northerly via Neepawa to tp. 17, range 15, 22 miles; and thence to tp. 17, range 18, about 20 miles. This latter portion of line runs out in the direction of the Riding mountains. The agreement calls for the completion of the whole of the 67 miles this year. A contract is expected to be let for the work in about a month.

Gilbert Plains Branch.—A contract has been let to Strevel & Son, of Winnipeg, for 50 miles of grading westerly from Grand View, the present terminal of this branch which starts from the main line 2.7 miles west of Dauphin. The surveys being made in connection with this branch indicate that it may be utilized as the western extension of the main line. However nothing has been decided and will not be until all the survey parties in the field to Edmonton have reported. (Feb., pg. 63.)

Manitoba Branches.—The aid to be given by Manitoba to the Co. in respect of lines constructed or to be constructed under the agreement confirmed at the recent session of the Legislature is as follows:—

Beaver to Gladstone, guarantee of debentures for \$8,000 a mile, on an approximate distance of 20 miles, \$160,000.

Winnipeg to Lake Manitoba, guarantee of debentures on 40 miles of the old Winnipeg Great Northern line, for \$5,000 a mile, and at the rate of \$8,000 a mile for the remaining 15 miles, \$320,000.

St. Charles to Somerset, guarantee of debentures for \$8,000 a mile on an approximate distance of 75 miles, \$600,000.

Neepawa branch, guarantee of debentures for \$8,000 a mile for an approximate distance of 67 miles, \$536,000.

This makes a total of \$1,576,000 of debentures guaranteed under the last agreement, in addition to the \$9,619,280 of debentures guaranteed on the other portions of the line, making a total of \$11,195,280 the interest of which the Province has guaranteed.

Erwood Westerly.—During the winter a wagon road has been built from Erwood, Sask., the present track end, about 90 miles, through Melfort and the Carrot river settlement, to help settlers to get in, and to facilitate construction on the railway. A good deal of grading has been done on the muskeg portion of the route from Erwood to near Prince Albert, beyond the end of the portion graded last year. What work will be done beyond Erwood this year depends on the decision as to whether it is to be on the main line or not. A suggested crossing of the south branch of the Saskatchewan is near Rosthern, and it is reported that a townsite is being laid out on the river about 25 miles south of Prince Albert. J. R. Armstrong, C.E., is running trial lines westerly from the North Saskatchewan to Battleford, with a view to finding the best crossing of the river near Battleford. From Battleford the line will, it is understood, be carried to a junction with the 4 miles constructed from Strathcona into Edmonton, and thence to the Yellowhead pass. It is the intention of the Co. to complete about 400 miles of line between Manitoba and Edmonton this year, bringing the line to within 100 miles of Edmonton. (Feb., pg. 63.)

British Columbia Lines.—As the result of the negotiations between the Commissioner of Public Works for B. C., and Mackenzie, Mann & Co., an agreement was entered into which was laid before the B. C. Legislature Mar. 7, for approval. The agreement elicited considerable discussion in the Legislature, but the election in Victoria, which resulted in the return of Colonel Prior, over E. V. Bodwell, ensured its confirmation. Application is being made for Dominion subsidies for the mileage proposed to be constructed, and as soon

as these are secured active work will be commenced. J. N. Greenshields, K.C., of Montreal was engaged in the negotiations and it is understood that he is acting for the B.C. Government in arranging for the subsidies with the Dominion Government. The agreement provides that the C.N. Ry. Co. will construct a railway from Bute inlet, B.C., easterly to near Quesnel, and thence to the eastern boundary of the province at the Yellowhead pass, where connection is to be made with the Co.'s line now being constructed from Port Arthur, Ont., westward. Construction is to be commenced by June, 1, 1903, and the line is to be completed within five years thereafter. As soon as the first 100 miles of line is in operation the C.N.R. agrees to maintain a steam ferry to transport freight and passenger cars from Bute inlet to the terminal of the projected Comox and Cape Scott Ry. on Vancouver Island. The C.N.R. agrees to deposit \$50,000 as security for the performance of the work, and to pay the province 2% of the gross earnings of the line after it has been placed in operation. The B.C. Government on its part agrees to pay the following subsidies: for 50 miles from Bute inlet, \$4,800 a mile; from mileage 50 to Quesnel, \$4,000 a mile; and from Quesnel to the Provincial boundary \$4,500 a mile; such subsidy to be in cash, or in the B.C. Government 3% 50 year debentures, at 95%; a right of way 200 ft. in width, and a land grant of 20,000 acres a mile, such land to be free of provincial or municipal taxation until alienated; and the railway and equipment to be free from taxation for 10 years. Free miners may search over the Co.'s land and may purchase mineral lands at not exceeding \$5 an acre. The total amount of the subsidy involved in this project is estimated at \$1,800,000 in addition to about 8,000,000 acres of land. As soon as the Dominion Government has given assurance of its assistance the surveys will be started, and contracts will be let for the commencement of construction at Bute inlet.

To complete the plan which the B.C. Government has in view, viz.: the securing of the terminal of the C.N.R. in Victoria, Mackenzie, Mann & Co. have secured an option on the Esquimalt and Nanaimo Ry., in operation from Victoria to Wellington, 78 miles; and have secured the charter of the Comox and Cape Scott Ry. Co. This Co. was authorized to construct a railway from the terminus of the E. and N. Ry. to a point on the coast opposite Bute inlet, thence to Cape Scott. The incorporators of the C. and C. S. Ry. were: Jas. Dunsmuir, J. A. Lindsay, O. H. Solby, and H. K. Prior of Victoria. J. Dunsmuir is also president of the E. and N. Ry. Co., and Premier of B.C. Under the special act passed in 1901 by the B.C. Legislature power was given to subsidize a railway from the present terminus of the E. and N. Ry. to the northern end of Vancouver island, about 240 miles, at \$4,000 a mile, which subsidy will be available for the C. and C. S. Ry.

The E. and N. Ry. is practically owned by the Dunsmuir estate and San Francisco people, Geo. Crocker of that city being a director, and was opened for traffic in 1886, three years after the act of incorporation was obtained. It extends from Victoria to Wellington, B.C., 78 miles, which is laid with 54 and 60 lb. steel rails. The line was built to open up the Nanaimo and Wellington collieries, and there are some short spurs from the main line connecting with the different collieries, making the total mileage 81.38. In addition to the Dominion subsidy of \$750,000 the Co. was given a grant of 1,900,000 acres of land by the B.C. Government. The rolling stock on June 30, 1901, was reported to comprise 7 locomotives, 2 drawing-room cars, 5 first class cars, 4 second class cars, 3 baggage and express cars, 14 cattle, freight and box cars, 42 platform cars, 19 coal and dump cars, 3 conductors cars, and 28 tool cars. Of the cars 31