

city in Albert Square, in order to carry out certain improvements are still under discussion.

The only portion of the line between Montreal and Toronto not double-tracked is the 46.26 miles from Port Hope to Port Union. A section of this, from West Pickering to Port Union, seven miles, is to be double-tracked this year, the Co. doing the work direct, and not letting a contract. This is all that can be done this year owing to the heavy traffic.

Great Northern of Canada.—Col. McNaught, vice-president, says the Co. is going to build 60 miles more of its line in the immediate future, but is not ready to say just where at present. There will also be a short line connection with St. Jacques, which will make connection at the Ottawa end more direct.

The Quebec Harbor Commissioners are authorized by an act passed at the last session of the Dominion Parliament to guarantee the interest for 20 years at 3%, on bonds to be issued by the G.N.R. Co. to the extent of \$200,000, to be known as the Quebec Elevator bonds, as set forth in the contract dated June 30, 1899, between the Ry. Co. and the Harbor Commissioners.

The charters of the Montreal Terminal Ry. and of the Chateauguay and Northern Ry. have been acquired by C. Magee and D. Murphy, of Ottawa, and H. Melville and Col. McNaught, some of whom are connected with the Great Northern Ry. of Canada. The first named is a street railway, and the second is a steam railway, having a Dominion charter to construct a line from Montreal to Joliette on the G. N. R., 37 miles. A Dominion subsidy of \$150,000 towards the construction of bridges at Bout de l'Isle, and a subsidy of the like amount towards the cost of the railway have been given. The plan for the bridges have been approved of by the Government, and F. A. Hibbert, of Ottawa, has been engaged to superintend their construction.

The bridge over the west channel is 1,594 ft. long, while that over the east channel is 1,114 ft. long. In addition to the railway tracks there will be a 10 ft. roadway on either side for carriages and foot passengers.

Great Northern (U.S.A.)—The extension of the terminal facilities of this Co.'s subsidiary, the Red Mountain Ry. at Rossland, B.C., has been commenced and will be completed this summer at a cost of \$100,000. An additional track, paralleling the present one from Washington St. to the Black Bear ore bunkers, will be laid; the freight shed will be enlarged and an improved passenger depot will be built. Additional yard room will be provided by filling up a swamp between St. Paul and Washington Streets.

Edmonton, Yukon and Pacific Ry.—The charter of the old Edmonton District Ry. has been acquired by Mackenzie, Mann & Co., and the line authorized to be built will be constructed in connection with the E. Y. and P. Ry. By agreement with the Edmonton town corporation construction on the line from Strathcona, the terminus of the Calgary and

Edmonton Ry., to some point within one mile of the Edmonton post office, was to commence in May, 1901, and the 8 miles was to be open for traffic by Sept., 1901. Permission had to be obtained from the Minister of Public Works to use the bridge across the Saskatchewan River, and application was made for it in Feb., but Mr. Tarte delayed taking action until the end of May, when he gave a verbal assurance that the Co. could lay its tracks over the bridge. The route has been surveyed and laid out by M. H. McLeod and G. B. Bemister, and a contract has been let for the work which is being pushed forward as rapidly as possible. W. H. Moore, solicitor for Mackenzie, Mann & Co., informed the Edmonton corporation during the progress of the negotiations for the agreement that a portion of the line now being constructed will form part of the main line of the E. Y. and P., which really means that it will be a part of the Canadian Northern. (May, pg. 154.)

Halifax and Yarmouth.—No decision has yet been arrived at respecting the disposal of

Yellow Head pass, or vicinity of Fort George or Pine River or Peace River passes, to near the eastern confines of the Province within 50 yards of the boundary thereof, the selection of this pass to be made within three years, and when made to be reported to the Chief Commissioner of Lands and Works. And from any point on the line of said railway to a point within 50 yards of the northern boundary of the Province, to be selected within the time and reported as aforesaid, and to a convenient harbor on the sea coast of the Province, to be likewise selected and reported within the time aforesaid. The capital is fixed at \$1,000,000, and the Co. may issue bonds to the extent of \$35,000 a mile.

Intercolonial Ry.—Tenders have been asked for building a station at Levis, Que., and a coal shed and trestle at Stellarton, N.S.

The new station at Sydney will be erected a short distance from the present one and will have fine approaches. The yard will contain several miles of sidings. It is not expected that work will be commenced until the fall.

The new roundhouse at Sydney is to be built at Blackburn Island, opposite the blast furnaces. It will be semi-circular, having a radius of 200 ft., and will provide stalls for the accommodation of 18 locomotives. The estimated cost is \$50,000, and the builders are Rhodes, Curry & Co., of Amherst.

The excavations for the foundation of the new station at Rockingham, N.S., have been completed and building will be commenced at once.

At present the I. C. R. uses the str. *Mulgrave* as a ferry across the Strait of Canso, connecting *Mulgrave* and *Point Tupper*. She is a screw steamer, built at New Glasgow, N.S., in 1893; length 114 ft. 8 ins., breadth 31 ft., depth 16 ft. 4 ins., gross tonnage 485, registered tonnage 330. She does not carry cars, they being taken over on a barge which has a capacity for 4 passenger cars or 8 freight cars. The increased

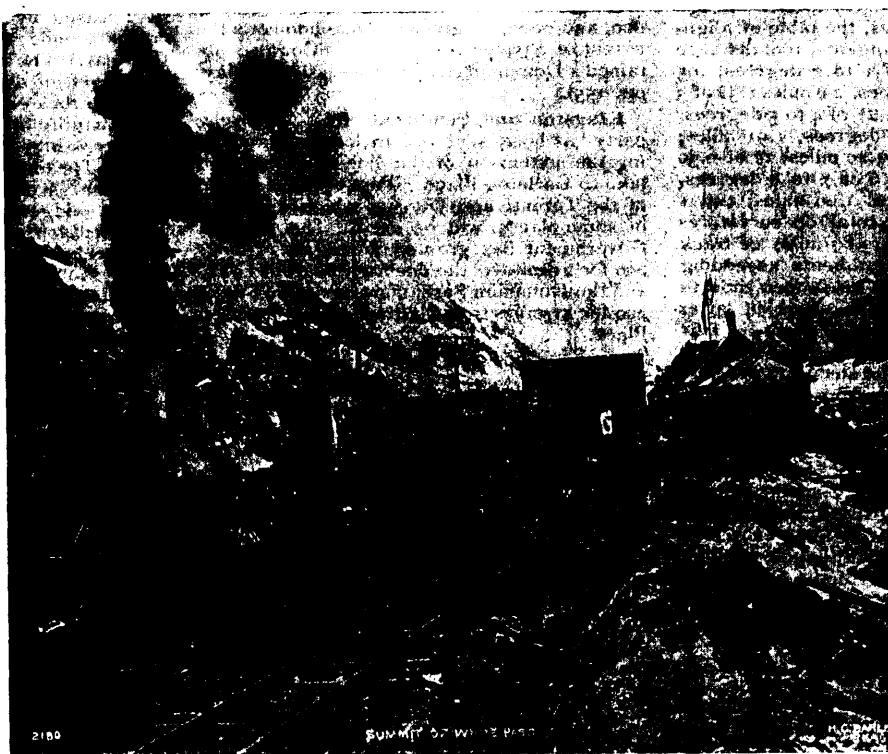
traffic to and from Cape Breton necessitating greater transfer facilities, an order was placed last year with Sir W. G. Armstrong, Whitworth & Co., Newcastle-on-Tyne, Eng., for a car transfer steamer with a capacity of 9 passenger cars or 18 freight cars, and delivery is expected shortly.

The appropriations for the I. C. R., voted at the recent session of the Dominion Parliament, are given elsewhere.

A new turntable has been constructed at the Campbellton round house. It is much larger and stronger than the one previously in use.

The specifications for the new baggage room at Truro call for a building 65 by 30 ft. It will have two rooms, one for the receipt of baggage from the cars and the other facing the esplanade for receiving baggage from the city; besides accommodation for the Canadian and the Dominion Express Companies.

The Minister of Railways is said to be considering the advisability of changing the location of the line between Sackville and Dorchester so as to avoid the steep grades



SUMMIT OF WHITE PASS, WHITE PASS AND YUKON RAILWAY.

the guarantee voted at the last session of the N.S. Legislature for the construction of a railway from Halifax to Yarmouth. (April, 1901, pg. 109.) The Premier has been in New York, where he met W. Mackenzie, of Mackenzie, Mann & Co., and Mr. Fletcher and the Messrs. Brill, who are operating the line from Yarmouth to Barrington Passage, and have a charter for the continuation of the line to Halifax, and others interested. The suggestions made at these conferences are being considered by the Cabinet, and the Premier says in regard to them that any change in the conditions mentioned in the act made necessary will not be of a character which any reasonable Nova Scotian would criticise. (May, pg. 155.)

Imperial Pacific Ry. Co.—E. G. Tilton and D. E. Campbell were incorporated under this title at the last session of the B.C. Legislature for the purpose of constructing and operating a standard gauge railway from Victoria, thence northwesterly to near Seymour's Narrows, Vancouver Island; thence northeasterly alternatively by way of Tete Jaune Cache or