

commenced in the spring. (Dec., 1901, pg. 357.) See The Kitamaat (Ltd.), pg. 3.

Parrsboro and Londonderry Ry.—Press reports say that H. J. Logan, M.P., for Cumberland, N.S., together with some Halifax and Montreal people have been looking over the route proposed for this line. The distance between the two points is about 35 miles, and the line would open up a considerable agricultural and mining country.

Pontiac Pacific Jet. Ry.—The section of the line between Aylmer, Que., and Hull has been completed, and was handed over to the operating department Dec. 2. The Co. has now in operation 78.9 miles from Hull to Waltham. Connection is made with Ottawa via the Inter-provincial bridge, a further distance of 1.6 miles. (Dec., 1901, pg. 357.)

Quebec Bridge.—The north abutments, north anchorage pier, and pier on north side of ship channel are completed, and the steel has been delivered for the construction of the two spans between the anchor piers and abutments. The false work for these was in course of erection early in Dec. No definite plan has been as yet adopted for connecting the railways on either side of the St. Lawrence with the bridge. (Dec., 1901, pg. 358.)

The Quebec Southern Ry. expects to have its line connected with Nicolet early in the spring, and to the Chaudiere, where connection will be made with the Quebec bridge, by the end of 1902.

South Shore Ry.—It is reported that at the last meeting of the directors it was decided to extend the line from St. Lambert, Que., to Caughnawaga, where connection would be made with the Rutland Rd. About 5,000 tons of steel rails have been landed at Sorel for relaying the track. (Dec., 1901, pg. 358.)

Straits of Canso Bridge.—A staff of engineers, under the charge of H. Donkin, C.E., is engaged at Port Hastings, N.S., making a survey in connection with the proposed bridge. Montrealers are reported to be behind the scheme. (Dec., 1901, pg. 368.)

Temiscamingue Ry.—W. B. Russell, C.E., has located 40 miles of this road proposed to be constructed by the Ontario Government, and is proceeding northerly. It was reported that at the close of navigation on the lake there was 10,000 tons of freight and settlers' effects awaiting shipment to Liskeard and other points in the new country. (Dec., 1901, pg. 359.)

Thunder Bay, Nipigon and St. Joe Ry.—D. F. Burk is in communication with the Dominion Government with reference to the granting of a subsidy for this line. A slight start at grading has been made, but real construction work will not be commenced until the spring. (Dec., 1901, pg. 359.)

Tilsonburg, Lake Erie and Pacific Ry.—It was originally intended to run for about 1,800 ft. on the G.T.R. tracks at Tilsonburg, and then under the Michigan Central Rd. for the purpose of laying track, but this was found to be impracticable, and an additional 1¼ miles of track has had to be constructed. On this there will be 2,400 ft. of an 8 to 12 ft. cut. As the season is late work on this is slow, but it is expected to complete it by the middle of Feb. The track laying is delayed in consequence of this extra work. (Dec., 1901, pg. 359.)

Vancouver, Victoria and Eastern Ry. and Navigation Co.—The question of this Co.'s charter has been called in question not only in the B.C. courts, but before the Railway Committee of the Privy Council at Ottawa. The Co. has both B.C. and Dominion charters, and the B.C. courts have granted an injunction restraining the Co. from proceeding with the further construction of the portion of the line under contract between Cascade and Carson, B.C., and certain spur lines. The in-

junction extends to Jan. 8, by which time some further action will have been taken. The V.V. and E. Ry. and Nav. Co. came before the Railway Committee of the Privy Council to secure its approval of the construction of a branch 6 miles in length to Grand Forks, B.C. Objection was then taken that there was no main line and, therefore, it could not be approved of, but when the matter again came before the Committee, Dec. 20, the C.P.R. and the Grand Forks and Republic Ry. Co. appeared in opposition, and took the ground that the charter of the Co. had lapsed owing to its having failed to commence work within the specified period of two years. In view of the injunction the hearing of the application was, on the request of W. H. Moore, solicitor for Mackenzie, Mann & Co., adjourned.

It is reported that track laying has been commenced from the Marcus, Wash., end, and that construction would be pushed through to Princeton, without waiting for any further legislation. It was proposed to construct a spur into Grand Forks from Carson, a distance of 6 miles, and a recent report stated that the towns of Grand Forks and Columbia were each to be asked to vote the Co. \$7,500 to acquire the right of way leading to the station site, the Co. to accept debentures at 90 in lieu of cash. This proposition evidently led up to the injunction. The survey parties on the route between Molson, on the International boundary, and Princeton, have given up work for the winter. (Dec., 1901, pg. 359.)

Vancouver, Westminster and Yukon Ry.—The citizens of New Westminster, B.C., have by a majority of 420 adopted the railway aid by-law, giving this Co. four city lots for a station, a right of way along the waterfront, and for a lease of water frontage for wharf accommodation on very low terms, with exemption from taxation and permission to carry passengers across the Fraser river by ferry pending the construction of a bridge. The Co. asks the city of Vancouver to give 100 acres on the west side of False creek flats, where it proposes to establish yards, sheds and other terminal necessities; and it purposes to put a swing in the bridge to be built across False creek on the line to New Westminster. (Dec., 1901, pg. 359.)

Victoria Terminal Ry. and Ferry Co.—Work is reported to be progressing on the extension of the Victoria and Sidney Ry. into the proposed terminal station at Victoria, B.C., and to the connection with the Esquimalt and Nanaimo Ry. Construction has also been commenced on the mainland, where the line will be about 20 miles in length, practically a dead level, and with few curves. The line starting from Cloverdale will pass down the Delta, and approaching the coast will swing toward Ladner's Landing, passing it in the rear, but near enough to build a station in the town, then parallel to the river down to Canoe pass, which will be crossed by a bridge to Waltham where the terminus will be constructed near the cannery. The barge Georgian has been strengthened and fitted for use as a ferry to carry 12 loaded cars, pending the construction of a permanent vessel. (Dec., 1901, pg. 359.)

Yukon Ry.—Press reports state that McLean Bros., Vancouver, B.C., have announced that they have perfected arrangements for building a line to the Yukon through the northwestern portion of the Province, thus providing an all-Canadian route to the gold regions. No information is given as to the route proposed to be followed.

It is proposed to send a number of Canadian locomotive firemen to Norway to teach the enginemen on the railways there the best method of firing Nova Scotia coal, which is now being exported there from Sydney, N.S.

Canadian Northern Ry. Construction.

The work of filling in the yards at the terminal at Port Arthur has been suspended until spring, but work on the elevator and other works is being pushed. A rearrangement of the office space at the station has been made by which Supt. Gorrie will move to the first floor, leaving the ground floor for the local operating staff. The roundhouse is now fitted for 12 locomotives, the additional five stalls having been completed. Two miles of siding have been laid out which are expected to be sufficient to accommodate the winter business.

Ballasting is going on along the line towards Fort Frances, and tanks and station buildings have been completed to the 21st siding. At Atikokan, 139 miles west of Port Arthur, the first divisional point, a 10-stall roundhouse has been built. The second divisional point will be at Rainy river.

Since the beginning of Dec. tracklaying has been proceeding east from Fort Frances, as well as west from the Port Arthur end, and the tracks were expected to meet by Dec. 30. At the Fort Frances end H. Mann's track-laying machine was used and the engineers report that it has been doing good work. R. McCallum, of the Ontario Department of Public Works, recently inspected 106 miles of the line, and reports the road-bed to be an excellent one, the grade varying from 6 ins. to 1 ft. in 100 ft., while the curves are also very slight. In the Rainy river valley there is a straight run of 18 miles in one instance. In some localities the road has been a very expensive one to construct.

The telegraph line along the track from Fort Frances, Ont., to Winnipeg, Man., has been completed.

We were officially informed, Dec. 14, that the press reports crediting the C.N.R. with being about to extend its line from War Road, Minn., through Rosseau and Kitson counties, Minn., were merely rumors and without foundation. The Co. is not doing any work of any kind in that direction.

The Carman branch is to be extended through to Somerset, Man., next season, where a connection will be made with the old Northern Pacific branch line from Morris to Brandon. The present length of the Carman branch is 52.5 miles. It is reported that some difficulty has arisen between the Co. and the town of Carman respecting the location of the station, and that W. Simpson and E. L. B. McLeod have applied for an injunction to restrain the Co. from proceeding further with construction.

The management disclaims any intention of building a branch from Neepawa, Man., through the Riding Mountain district next summer, as reported in the daily press. Press reports state that surveyors have been at work in the vicinity of Neepawa in connection with a C.N.R. extension, probably from the main line to Neepawa. See Morden & Northwestern Ry., pg. 4.

No track was laid during 1901 beyond Erwood, Sask., the terminus for 1900, but a beginning will, it is said, be made in the spring as there are 25 miles of the grade ready, and some additional mileage partially graded. The line is located as far as Prince Albert, 180 miles from Erwood.

J. R. Armstrong, C.E., who has completed a general survey of the route of the extension of the line from Prince Albert to Edmonton, states that it will cross the north branch of the Saskatchewan river within the limits of Prince Albert. For 15 or 20 miles from the town the country is hilly and will be somewhat difficult to build through, and the balance of the country is bluff, but presents no special features of difficulty. Mr. Armstrong, with W. F. C. Parsons, C.E., is now engaged in staking out the right of way ready for the commencement of construction in the spring.