

miles, have been laid with 73 lbs. steel. (Dec., '99, pg. 349.)

Rat Portage.—A large amount of work was done at Rat Portage during 1899, including the erection of an improved passenger station, a 20 stall locomotive shed, coal pockets, water tank, ice house & stores building. The freight shed has been transferred to a more convenient location, warehouse sites have been provided, & rock cuttings at the east & west ends of the yards have been removed, & the capacity of the yard has been increased 100%. (Nov., '99, pg. 324.)

The Bonnet Lake Branch, from the main line at Molson, 45 miles east of Winnipeg, had been graded from the main line about 4½ miles up to Dec. 15. Grading is still being carried on by station work in some of the muskgs. The whole of the branch, some 22 or 23 miles, has been located, but an attempt is being made to change the location of the northerly 12 miles, to improve the grades & slightly reduce the distance. The terminus will be at the clay banks on Bonnet Lake. A little track may be laid this winter, & it is expected to have the branch completed by June. Its object is to develop the clay, mineral & forest products along its route, besides which it will afford a picturesque camping ground for Winnipeggers who wish to spend the summer out of the city. (Dec., '99, pg. 349.)

Winnipeg Terminals.—During 1899 a quarter section was added to the running shed & a half section to the freight car repair shop. Some additional sidings were put down in the yard & a macadamized team track road was laid to facilitate handling of freight.

On Jan. 2 we were officially informed that the plans for the hotel & station had not been definitely decided on. (Dec., '99, pg. 349.)

Snowflake Branch.—A regular passenger train service was inaugurated Dec. 15, when two mixed trains were put on, running west bound on Mondays & Fridays, & east bound on Tuesdays & Saturdays, connecting with the Pembina section passenger trains in both directions. (Dec., '99, pg. 349.)

The Deloraine Waskada branch has been given a precisely similar service to the Snowflake branch. (Dec., '99, pg. 349.)

Pipestone Branch Extension.—Up to the end of Dec. grading had been completed to about 25 miles west of Antler, & track had been laid to about 14 miles west of Antler. It was then the intention to continue track-laying as long as favorable weather lasted, & it was hoped to complete the extension to Carlyle before stopping track-laying. (Dec., '99, pg. 349.)

Crow's Nest Pass Ry. A large amount of work was done during 1899 under the supervision of M. H. Macleod, C.E., in sloping cuts, ballasting the line throughout, & in putting in concrete piers at stream crossings. The line is now in excellent shape. (Dec., '99, pg. 349.)

The press report crediting the Co. with the intention of building a branch from Bruce's Point, on the C.N.P. line, to Golden, is evidently incorrect. We are officially informed that there is no such place as Bruce's Point on the line.

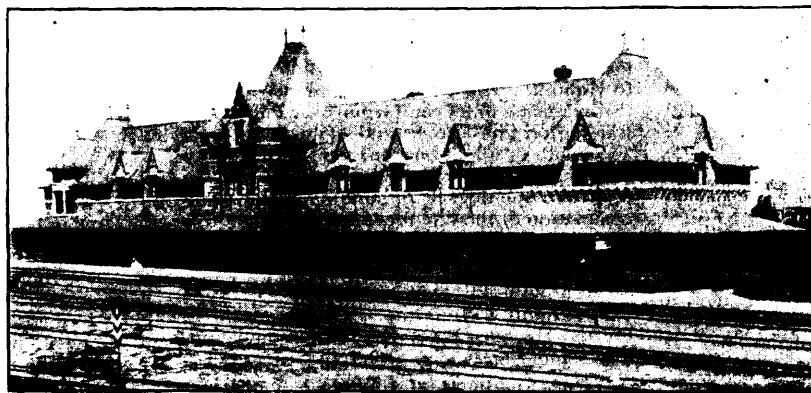
The tenders submitted for building the section of this line between Five Mile Point, near Nelson, & Balfour on Kootenay Lake, appear not to have been in proper form, & new tenders were therefore invited. It is understood the work will be carried out under the super-

intendence of W. F. Tye, C.E., who is also Manager of Construction of the C. & W. extension between West Robson & Midway. (Dec., '99, pg. 349.)

The ratepayers of Nelson have passed a by-law making arrangements with the Co. in connection with the establishment of a divisional point there. For a long time past the accommodation at Nelson has been totally inadequate to the extent of business done, & its enlargement was delayed waiting a decision as to whether or not Nelson would be the divisional point. Now that this has been decided on plans have been prepared, with estimates of the cost of the work, & as soon as these receive the authority of the Executive, the improvements will be proceeded with. (Dec., '99, p. 350.)

The North Star Mine Branch, from the Crow's Nest Pass Ry., is expected to be completed & ready for traffic by Jan. 25. The North Star Mining Co. will be ready to ship ore about that date, or shortly afterwards. (Nov., pg. 325.)

A Slocan Branch.—A Slocan City correspondent writes:—"There is a prospect of the C.P.R. building a branch line from here up the mountains to tap the many rich properties now being opened up on Ten Mile, Springer & Lemon Creeks. C. E. Perry, C.E., is now looking over the ground, & it is likely a staff of surveyors will be put to work shortly."



CANADIAN PACIFIC RAILWAY STATION AND HOTEL, MOOSE JAW, ALTA.

Columbia & Western Ry.—A Midway correspondent, writing late in Dec., stated that C.P.R. officials had given an assurance that the track would be laid from Greenwood to Midway early in the new year & that the station & side tracks would be completed by April. (Dec. '99, pg. 350.)

In the middle of Dec. about 200 representatives of the Boards of Trade of Victoria, Vancouver, New Westminster & Kootenay towns, with press representatives, were taken by the Co. on a complimentary trip over the C. & W. extension.

Duluth, South Shore & Atlantic. A heavy nor'easter, on Dec. 13, washed out 1,000 ft. of the track near Mission, on Keewana Bay. The early passenger train passed in safety, but a freight following, made up of an engine & 10 loaded cars, went into the lake. There were no fatalities.

Mineral Range Ry. Our impression, as stated in our last issue, that the reference to this Co.'s extension in one of our contemporaries was in error as to mileage turns out to have been correct. We are officially informed that the Grosse Point extension from Arcadian Jct. to Arcadian mill is 9.47, & the branch to the Arcadian mine is 2 miles, a total of 11.47 miles. (Dec., '99, pg. 351.)

Minneapolis, St. Paul, & Sault Ste. Marie.—President Lowry & General Manager Pennington, of this line, were in Montreal recent-

ly in consultation with President Shaughnessy, of the C.P.R. It is said that a number of extensions of the "Soo" lines are contemplated, which will probably be commenced early in the spring. They will be mostly in Northern Dakota, where the Northern Pacific will invade "Soo" territory, & where the latter road will take steps to retaliate upon the N.P. The business men of Fargo, N.D., have made a proposition to the "Soo" line to extend north about 60 miles to that city.

The Minneapolis city council has granted the "Soo" road important & valuable terminal facilities in Minneapolis. The road has acquired all the private property necessary, & now the avenues from Sixth to Tenth avenues, north, between Second & Washington avenues, are vacated. Extensive trackage & freight facilities will be constructed.

Surveys, Construction, Betterment, &c.

Algoma Central.—A statement furnished by the management gives 24 miles as being operated, & 40 miles under construction. (Nov., '99, pg. 325.)

Bellingham Bay & British Columbia.—It is said contracts are about to be let for an extension from Sumas, Wash., on the International boundary, to Boulder, 16½ miles.

Buffalo, N.Y., Union Station.—The Common Council has approved a proposition to grant the Hamburg canal property in Buffalo to M. J. Burke, in consideration of his agreeing to erect thereon a Union Station, at a cost of not less than \$1,500,000, & to allow the station to be used for passenger traffic by all railway companies now or hereafter running into Buffalo, without discrimination, & upon fair & equitable terms. The site upon which the station is to be built is bounded by Main, Washington & Scott streets, & the lands of the N.Y. Central R.R. The station must be ready for occupation within two years after the formal transfer of the property takes place.

Canada Atlantic.—The new freight buildings & offices at Ottawa are almost ready for occupation. The work of trestle filling along the line is progressing rapidly, the only trestles that are not filled being the Arnprior & Nepean ones. A station is being built at Golden Lake. A number of improvements will be made at Depot Harbor during the winter. It is proposed to considerably extend the yards & to add to the docks, thus providing greater wharfage capacity than is available at present.

Canadian Northern.—On Jan. 2 we were officially informed that track had been laid to 64 miles northwest of Cowan, which was the terminus in 1898. The extension is now 11 miles north of Birch River & within a few miles of Bell River. It was expected that track laying would have to be stopped in a few days thereafter, owing to weather conditions.

On the Gilbert Plains branch from Dauphin, 7 miles of track had been laid & it was doubtful if the balance of the grading would be laid before spring.

An addition is being built to the round house at Dauphin to be used as a repair shop. (Dec., '99, pg. 351.)

Canso & Louisburg.—We are informed that good progress is being made with the location surveys. A staff has been at work recently sounding & boring the bottom of the