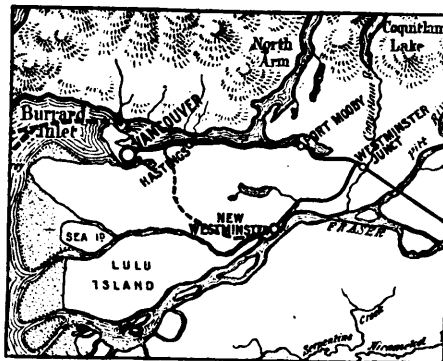


Arrowhead to Kootenay Lake.—A big fight is on between the C.P.R. & the Great Northern (U.S.A.) for the trade of the Lardo-Duncan districts of B.C. The Arrow Lake branch runs from the main line at Revelstoke along the east side of the Columbia River to Arrowhead, 27 miles. For some time past the C.P.R. has had engineers at work selecting a route for an extension of the branch to the north end of Kootenay Lake, it being understood the line would run from Arrowhead northeasterly up Fish River to Pool Creek, thence southeasterly to Trout Lake, along the west side of that lake, & along the Lardo River to or near Lardo or Argenta on Kootenay Lake. A short time since the survey parties stopped working at the Arrowhead end & went round by way of Nelson to the north end of Kootenay Lake, where they started to run northwesterly to connect with the surveys previously made from Arrowhead southeast. General Superintendent Marpole & Division Engineer Cambie visited the district a few days later, Mr. Marpole announcing that construction would begin from Kootenay Lake as quickly as possible & this was followed up by a contractor starting for the north end of the lake with a force of men. The Kootenay Ry. & Navigation Co., which is understood to be backed by the Great Northern (U.S.A.) has a charter for the Kaslo & Lardo-Duncan Ry. & has been making surveys for it from Kootenay Lake into the Duncan & Trout Lake districts. A strategic point in the route is the Duncan Pass & to prevent the C.P.R. getting possession the K. & L. D. Ry. Co. obtained an interim injunction stopping the C.P.R. from proceeding with construction through the Pass. The C.P.R. followed suit by getting an interim injunction restraining the K. & L. D. Ry. Co. from interfering with the C.P.R. men, or from trespassing on the right-of-way claimed by the C.P.R. in the Duncan Pass. The result is that the Pass is tied up, both companies being prevented from working in it until May 30, or until a motion is made by either side to dissolve the injunction.

Seamons.—A large force is at work on the station-hotel building, & the stone foundation is about completed. (Mar., pg. 72 & 75.)

Westminster-Vancouver Loop Line.—The plan here given shows the route likely to be adopted for this line, which will probably branch from the main line about $1\frac{1}{2}$ miles

from the Vancouver terminus, turn south & east, cross over the bridge which separates Burrard Inlet from the Fraser Valley about half-way between the two cities, & reach the bank of the Fraser River about a mile below Westminster. The length of the new line will be about 12 miles, & from Vancouver to West-



minster Jct., via Westminster, will be $22\frac{3}{4}$ miles. The present main line via Port Moody is $16\frac{3}{4}$ miles from Westminster Jct. to Vancouver. It is understood work will not be started on the loop this spring, & there is no definite information as to when it will be gone on with. (Feb., pg. 42.)

Vancouver Terminals.—The plan on pgs. 144-145, which is on a scale of 400 ft. to 1 in., shows the improvements being made on the Vancouver water-front. The wharves have already been extended 500 ft. easterly & additional warehouses erected. In the near future the wharves will be extended 1,000 ft. still farther to the east to join the Co.'s Abbott St. wharf. All the Co.'s wharves are to be made permanent by sea walls in front & earth filling behind, which will extend to the shore, thus giving the Co. an esplanade in front of the town about $\frac{3}{4}$ mile long by 400 ft. wide, on which it is intended to lay a network of sidings with an engine-house, &c., so that ordinary trains, either passenger or freight, will not need to cross the town to the False Creek yard. The Co. has agreed to give a flag station at the east end of the town, near the sugar refinery. Under the agreement with the City, which gives the Co. exemption from taxation for a considerable period, on property actually used for railway

purposes, the Co. undertakes to expend \$700,000 on terminal buildings, wharfage, &c., by the end of 1906. The terminal buildings will be completed this year, but the wharves & water-front improvements will probably not be fully constructed for several years, the work being done gradually as increasing trade requires it. (Apl., pg. 113.)

Minneapolis, St. Paul & Sault Ste Marie Ry.—The Railway World, Philadelphia, says:—"It is suspected that the chief object of the Soo Line in deciding to raise \$5,000,000 by an issue of 2nd mortgage bonds, is to get sufficient money to extend its line to Bismarck & possibly, into Montana, with a view of establishing a connection with the C.P.R. at some far western point, the real scheme being to more closely parallel the Great Northern than by the present Soo-Pacific route."

As a matter of fact the Soo line is already within about 40 miles of Bismarck, N.D., its Bismarck extension, which leaves the main line at Hankinson, 215 miles northwest of Minneapolis, having been completed 173 miles to Braddock, N.D. The completion of the extension to Bismarck would not require much expenditure. Sir Wm. Van Horne's explanation of the reason for the issue of the mortgage bonds referred to will be found in our Apl. issue, pg. 108.

Great Northern Railway of Canada.

The annual meeting was held at Quebec May 12. Following are extracts from the report:

The number of passengers carried during the year on the whole system was 185,851, compared with 153,669 in the previous year, & the freight 263,021 tons as against 199,459.

Several mills have been built during the year & are giving an increasing traffic in sawn lumber. The new pulp mill at Chicoutimi has furnished a large quantity of freight during the year, & its capacity is now being increased 50%. The paper mills at Grand Mere were completed & put into operation in Dec. last. This is the largest industry of the kind in Canada, & furnishes the line a large traffic.

The Shavenegan Power Co. has given contracts for the development of its water power at Shavenegan Falls, which will be completed this year. This will give a large freight busi-



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