

for the entrance of the line into the city. The company asks that the city give $3\frac{1}{2}$ acres of land at the head of False creek on the south side for railway yards and a privilege to build from there to the Royal City mills, crossing all street ends. The company also wants the city to open Keefer street and Columbia avenue, so that the station site will be more easily accessible. From Westminster avenue to Granville street the company wants the privilege to build a trestle work down False creek to carry their tracks to the shingle mills and other manufactories along the waterfront. The matter has not been decided upon by the council. (July, pg. 243.)

Canadian Northern Ry. Construction.

Branch from Warroad.—Press reports state that the contract for the branch from Warroad, Minn., for 25 miles into the Badger district, will be let on an early date, and that work will be started this year. The same report also states that the branch will ultimately be carried to a junction with the Thief River branch of the Great Northern Ry., U.S., at Thief River Falls, Minn.

Branch Through Springfield.—We are advised that the final surveys for the line through Springfield have not been completed, but that it is intended to construct the line this season. (July, pg. 243.)

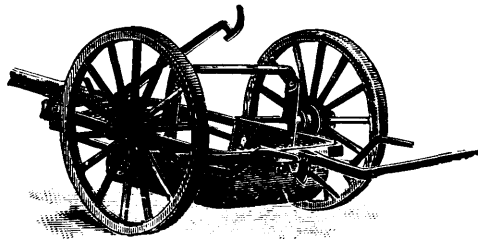
Branch to Oak Point.—We were advised July 16 that 18 miles of track had been laid on the old Winnipeg and Hudson's Bay line, from Winnipeg, and that it was expected to have the grading completed to Oak Point, on Lake Manitoba, 53 miles from Winnipeg, a few days thereafter. It is expected that track will be laid into Oak Point this season. The entrance of the line into Winnipeg has not been definitely decided and will not be until the Railway Committee of the Privy Council has approved of the route and given permission to cross the C.P.R. tracks in the north end. The proposed route as laid down by the C.N.R. is along Rachel st., and thence out of the city in a northwesterly direction. (July, pg. 243.)

Greenway Southwesterly.—The location of the 40-mile branch from Greenway, on the Morris-Brandon line, southwesterly, has been definitely located for 20 miles. Beyond that point there is a piece of very heavy work, and surveys are being made with a view of avoiding it. The route located runs due south for about six miles, then turns westerly, passing through Glenora, and between Rock Lake and Louise Lake. The terminal point of the branch will lie at the base of Turtle Mountain. Grading is in progress on the first 20 miles of the branch, A. R. Mann being the contractor. (July, pg. 243.)

Hartney to Virden and Westerly.—Surveys are in progress for the branch projected from Hartney, on the Hartney extension of the Morris-Brandon branch, to Virden and westerly. (May, pg. 174.)

Carberry to Neepawa.—The line from Carberry northerly passes near Petrel and through Oberon to a junction with the line constructed in 1902 from Katrim to Neepawa. It is intended that the line will be carried south from Carberry, about 5 miles to a junction with the line now under construction from Portage la Prairie, through the Rosendale district. Up to June 30, we were recently advised, that 7 miles of grade had been completed on this branch. W. J. Cowan is the contractor. (July, pg. 243.)

Portage la Prairie Southwesterly.—The route located for this line runs in a straight line southwesterly from Portage la Prairie to Rosendale, about 20 miles, and then will run due west, ultimately reaching Brandon, which is about 55 miles from Rosendale. We were



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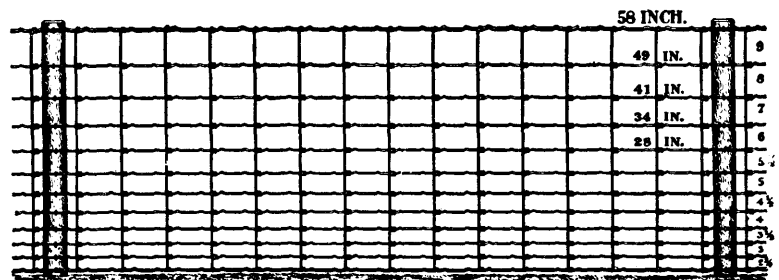
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