

by purchase the entire fleet of the Canadian Development Co., and have also built, at great expense, three large, light-draught and finely-finished boats, which are now employed in transporting passengers and freight between Whitehorse and Dawson. With our present facilities we are prepared to land 1,000 tons of freight, but as a matter of fact we are not handling one-tenth the business of which we are capable at a very small extra outlay for rolling stock, fuel and labor."

The Woodstock and Centerville Ry. is reported to have signed a contract with H. Crine, of New York, for the construction of its line in New Brunswick. The difficulties with former contractors are reported to have been settled and outstanding liabilities will be discharged. Active work is to be commenced in April next, and the line is to be completed in 18 months.

The charter of the W. and C. Ry. Co. was granted many years ago and a Dominion subsidy of \$64,000 was voted in respect of 20 miles from Woodstock towards Centerville in 1887. An additional subsidy of \$19,200 was voted in respect of six miles in continuation of the first 20 miles, to the International boundary between N.B. and Maine. Nothing appears to have been done to earn these subsidies and in 1894 they were re-voted.

Canadian Northern Ry. Construction.

Canadian Northern Ry.—W. Mackenzie recently stated that there were 825 miles of the C.N.R. being operated from Rainy river westward. The line would be in operation from Fort Frances to Rainy river as soon as inspected, and the line from Port Arthur to Fort Frances would be completed by the end of the year. There were also 25 miles graded westerly from the Manitoba boundary towards Prince Albert. As soon as the Rainy river section of the line was completed, the Co. would proceed with its line to the Pacific coast. There were on the C.N. Ry. between 90 and 100 elevators, and the rolling stock was being delivered from both Canadian and U.S. manufacturers.

On the Ontario division up to Nov. 22 track had been laid to 180 miles west of Stanley, leaving about 30 miles yet to be laid to connect with Fort Frances, from which point trains are running into Winnipeg. At Fort Frances a track has been laid from the station to the steamboat wharf. The station is a handsome Gothic building, and is situated in grounds covering 26 acres, which will include

a large garden with ornamental trees, shrubs and fountains. The large gasoline engine for turning the central span of the Rainy river bridge is to be discarded for a smaller one, it having been found to be too powerful; meanwhile the bridge is being turned by hand. (Nov., pg. 338.)

In addition to the extension of the old Port Arthur, Duluth and Western Ry. from Gunflint Narrows to Ely, Minn., the C.N. Ry. is credited with having projected an extension from War-road on the Lake of the Woods through Rosseau and Kittson counties, to a junction with the Great Northern Ry. (U.S.) at Hallock or Kennedy, Minn. (Jan., 1900, pg. 9.)

An arrangement has been effected with the St. Boniface council, by which the C.N. Ry. will raise the grade on Tache St. to rail level at once, and will construct a subway next year. Permission has been given for the use of the Red river bridge by foot passengers.

The C.N. extension at Emerson, Man., into the town from the end of the old Northern Pacific track, over the iron bridge built by the town 20 years ago, has been completed. The line does not make connection with the track of any other railway company.

The branch to Carman has been completed, and D. D. Mann, Gen. Supt. Hanna, and Hon. R. P. Roblin made a trip over it Nov. 8. (Nov., pg. 338.)

The Railway Committee of the Privy Council has granted permission for the C.N. Ry. to carry its tracks across the C.P.R. tracks at Gladstone, Man., but the matter will come up again in nine months' time. The crossing has been completed, and the C.N. trains now run through to Erwood over its own tracks.

It is reported that a branch will be constructed from Neepawa through the Riding mountain district next summer.

It has not been definitely determined at what point the branch to Hudson's Bay, via Cedar Lake, will leave the main line. No grading has been done this year. (Nov., pg. 337.)

J. Armstrong, C.E., will be engaged all winter in location work on the continuation of the main line towards Prince Albert. The line is operated to Erwood, Sask., and 25 miles of grading have been completed beyond, but no track has been laid, and on Nov. 9 we were informed that it had not been decided whether it would be laid this year. The distance from this point to Prince Albert is about 125 miles. Another survey party, under M.

C. Macfarlane, is working from Edmonton eastward to meet Mr. Armstrong at Prince Albert. Lieut.-Col. S. Hughes, M.P., is also looking over the country in the interest of the Co. (Nov., pg. 338.)

C.P.R. Betterments, Construction, Etc.

Expenditures.—From Jan. 1, 1900, to June 30, 1901, the expenditures on construction and betterments were as follows:—

CONSTRUCTION—ACQUIRED AND BRANCH LINES.	
Souris branch—Pipestone extension.....	\$ 463,400.08
Snowflake branch.....	74,518.89
McGregor branch.....	289,127.85
Waskada branch.....	85,834.64
Lac du Bonnet branch.....	262,979.21
North Star branch.....	75,388.16
Lake Temiscamingue Colonization Ry.....	1,028.71
West Selkirk branch extension.....	54,779.06
Stonewall branch extension.....	73,311.97
Dymont branch.....	57,005.24
Crow's Nest Pass & B. C. Southern Ry.....	1,003,625.52
Vancouver & New Westminster Ry.....	10,485.70
Surveys projected lines.....	57,582.87
Total.....	\$2,509,128.80

ADDITIONS AND IMPROVEMENTS.	
Main line, Quebec to Bonfield.....	\$ 131,170.87
Bonfield to Port Arthur.....	199,381.19
Port Arthur to Laggan.....	702,393.64
Laggan to Pacific Coast.....	820,555.05
Montreal Terminals.....	342,863.78
Total, main line.....	\$2,196,274.53
Branch lines.....	184,572.90
Telegraph extensions and additions.....	32,442.46
Total.....	\$2,413,289.89

EXPENDITURE ON LEASED AND ACQUIRED LINES.	
Ontario and Quebec Ry.....	\$ 322,767.74
Atlantic and Northwest Ry.....	115,318.54
New Brunswick Ry.....	157,489.04
Montreal and Western Ry.....	13,302.16
Manitoba Southwestern Colonization Ry.....	84,366.91
Columbia and Kootenay Ry.....	52,746.91
Total.....	\$ 745,891.30

Atlantic Division.—Very extensive improvements and enlargements are being carried out at the terminals at West St. John, N.B. The Co. acquired considerable additional land adjoining its present yards and is laying out sidings, building additional wharf accommodation, and providing new cattle yards and shed accommodation for freight. G. S. Mayes had the contract for building 650 ft. of close faced wharf from the corner of Fowler's office on Rodney wharf, along the Dunn slip; the tracks on this wharf will give accommodation for 250 cars. It is stated

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