

peg, will, it is said, be utilized for the erection of a building, consisting of an arched glass station where people can walk directly off Main street to their trains.

For information as to branches to be built in Manitoba, see "The Manitoba Ry. Contracts," pg. 182.

A round house and freight shed is to be built at Dauphin.

A report from Portage la Prairie that the N.P. branch from Portage la Prairie to Beaver would be extended to Gladstone so as to give a through connection from Winnipeg to the end of the C. N. track at Erwood this year, is stated at Mackenzie, Mann & Co.'s Toronto office, to be without foundation. A route, however, has been surveyed, and everything is ready to go on with the construction whenever it may be determined on.

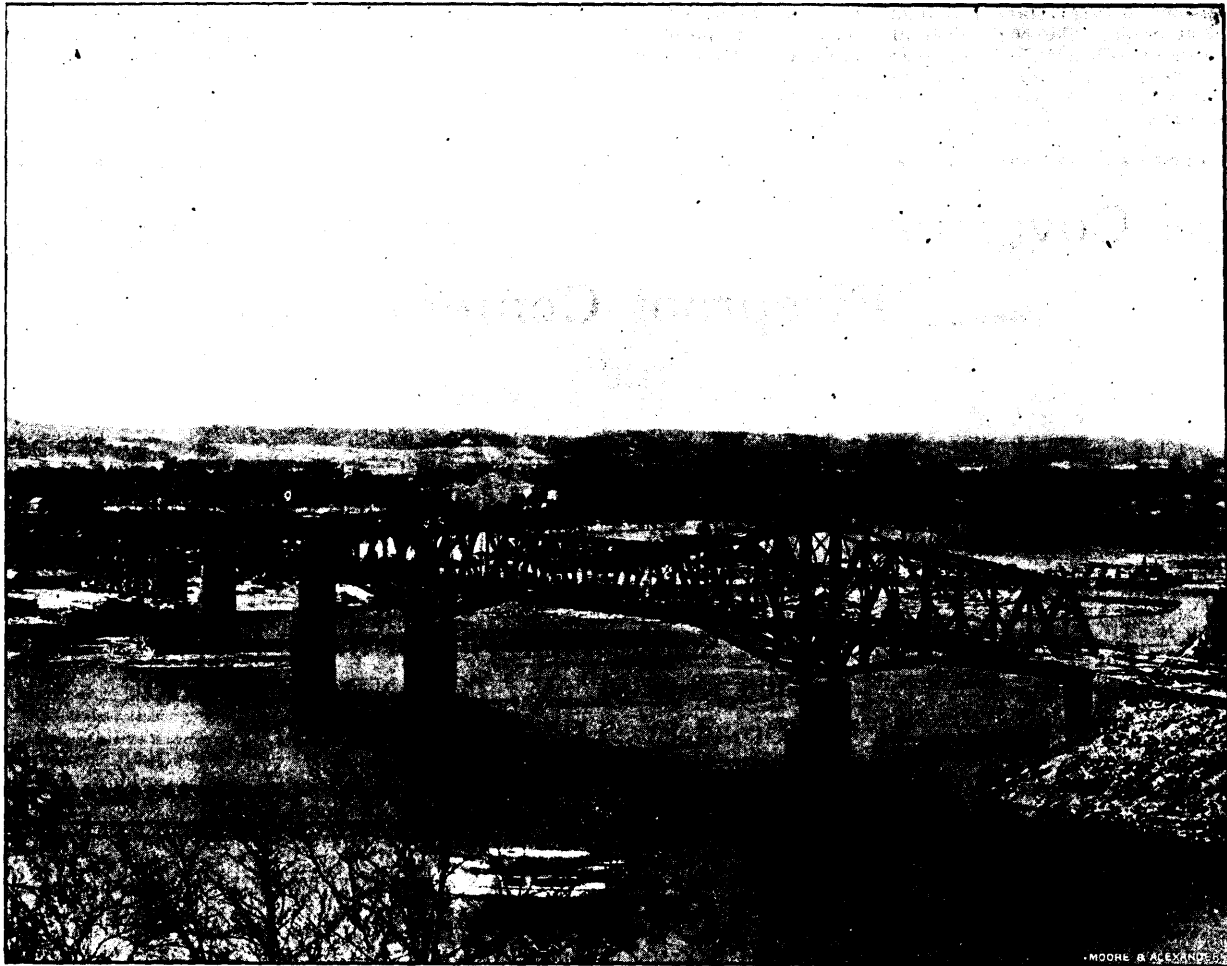
C.N. will be able to run through traffic from Port Arthur to Saskatchewan, 844.86 miles.

Cape Breton Ry. Extension Co.—R. J. Campbell, vice-president, is authority for the statement that the Co. will build 30 miles of its line to St. Peters this year. He was in Montreal, May 22, and announced that all financial arrangements had been completed and that construction work would be begun immediately. R. W. Leonard, C.E., is reported to have left the service of the Clergue Co., at Sault Ste. Marie, to take charge of this work. (June, 1900, pg. 175.)

Central Ontario Ry.—The section of the northern extension of this line which was built last year leaves the old line $2\frac{1}{2}$ miles east of Ormsby, and runs to $1\frac{1}{2}$ miles north of Bancroft. On June 12 we were advised that no arrangements had been made in re-

waters opened up by the railway. The capital is fixed at \$1,000,000, and power is given to issue bonds to the extent of \$35,000 a mile.

Coast Kootenay Ry. Co. (Ltd.)—F. S. Barnard, J. W. McFarland, and W. E. Oliver were incorporated at the last session of the B. C. Legislature under the above title to construct and operate a standard gauge railway from Burrard inlet at or near Vancouver, thence via New Westminster in an easterly direction along the south side of the Fraser river to within one mile of the Chilliwack court house; thence to the Fraser river, between the junction of the Chilliwack river with the Fraser river and Yale, thence by the most feasible route to a point between Penticton and the International boundary on the water-course connecting Okanagan and Osoyoos



INTERPROVINCIAL BRIDGE RECENTLY COMPLETED OVER OTTAWA RIVER, BETWEEN OTTAWA, ONT., AND HULL, QUE.

The section of the C.N.R. from the north-west boundary of Manitoba to the Saskatchewan River, where it enters Cedar Lake, a distance of 60 miles, is all under construction, with the exception of a small portion at the boundary where the junction with the line from Gladstone Jct. will be made. The exact point of junction has not yet been definitely determined. Grading is in a forward state on all parts of the line under contract, and the laying of the rails will be commenced in a few weeks. The line will be worked through from Winnipeg to Saskatchewan, a distance of 315 miles, the Co. having running powers over the C.P.R. from Portage la Prairie to Gladstone Jct. The Prince Albert extension, which has been constructed to Erwood, 280 miles from Gladstone Junction, will be treated as a branch line in the meantime. By fall the

gard to the further extension of the line to Whitney on the Canada Atlantic, a distance of 40 miles, for which both the Dominion Parliament and the Ontario Legislature have voted subsidies.

Chateauguay and Northern.—See Great Northern of Canada, pg. 173.

Chilkat and Klehini Ry. and Navigation Co.—J. Irving and H. B. Robertson were incorporated under this title at the last session of the B. C. Legislature for the purpose of constructing and operating a standard or narrow gauge steam railway from near the junction of the Chilkat and Klehini rivers westerly along the latter river and northerly in the direction of the Dalton Trail to some point not less than 5 miles from the provincial boundary in the Cassiar district, and to carry on a general navigation business on the

lakes, thence via the Kettle river and Midway to Grand Forks, with power to construct 20 miles of branches. The capital is fixed at \$10,000,000, and power is given to issue bonds to the extent of \$35,000 a mile.

Comox and Cape Scott Ry. Co.—J. Duns-muir, J. A. Lindsay, L. H. Solly, and H. K. Prior, all of Victoria, were incorporated at the last session of the B. C. Legislature under this title for the purpose of constructing and operating a standard gauge railway from Wellington district on or near the 50th parallel of latitude, on or near to the east coast of Vancouver Island, thence northerly through Sayward and Rupert districts to Cape Scott, or some other point near the north end of Vancouver Island, with branches to the coast on either side of the island and to other points not exceeding 20 miles from