

Minneapolis, St. Paul and Sault Ste. Marie Ry.—Grading is reported completed for 86 miles from Glenwood, Minn., northerly to the White Earth Indian reserve; and track had been laid to Parker's Prairie, 35 miles. A train service had been in operation to this point. Tracklaying has been delayed owing to the wet weather. (Oct., 1903, pg. 355.)

Grand Trunk Pacific Railway.

There are a good many rumors at Vancouver, B.C., respecting the selection of a Pacific terminus for the line. There are several parties advocating the claims of Port Simpson and Kitimaat respectively, and each is doing its best to disparage the other. Several survey parties have been looking over all the harbors on the coast which would be likely to afford a suitable terminus. A surveyor of the Dominion Geological department returning from the Peace River district states that no surveyors have been working there during the summer. At Edmonton, Alta., there are, or have been, three parties at work running lines east and west; and others are at work at different points, new parties having recently been sent out from Winnipeg and North Bay, Ont. C. Van Arsdol, Divisional Engineer, Victoria, B.C., went to Edmonton, Alta., recently, where it is stated he will remain for some time for the purpose of directing surveys from that point. Press reports give the names of the following engineers who are in the field in addition to those already published:—Jones, working on a line towards Peace river; Mann, working on a line north-west from Albert, Alta.; Stewart, working south-east of Battleford, Sask.; and J. A. Heaman, working from Winnipeg. In connection with the surveys C. M. Hays, 2nd Vice-President and General Manager G.T.R., recently stated that none of the sectional surveys had been completed in their entirety; it would take more than four or five months to complete even a preliminary survey, and that is all that the country was interested in at the present time.

The following statement respecting the deposit of \$5,000,000 which the G.T.R. was required to make as security for the G.T. Pacific Ry. Co., has been issued by the Dominion Government: "The G.T. Ry. Co. has deposited £1,000,000 of its guaranteed stock as security for the carrying out of the agreement entered into last session between the Government and the G.T. Pacific Ry., subject to ratification of its shareholders at a general meeting. Inasmuch as the contract requires cash or Government securities for the deposit, legislation will be required to confirm the acceptance of the securities which have been deposited, though such securities are worth to-day more than par, and their value is unquestionable." C. M. Hays, 2nd Vice-President and General Manager G.T.R., who returned to Montreal Dec. 24 from London, Eng., where he had been in connection with G.T. Pacific Ry. matters, said in the course of an interview with press representatives: "The G.T. Pacific will certainly be built. The G.T.R. never had any difficulty in raising money, and will not have any in carrying out the transcontinental project. The securities deposited with the Government are better than the cash equivalent. They were deposited because of convenience, not because of any failure to raise the money. There was a delay of a few days, but the time allowed by the Government was rather limited. Neither have we violated any moral obligations to the shareholders of the G.T.R., or broken faith with the Government. The G.T.R. possessed these securities for the purpose of the company, and they were utilized. As to the building of the road, the construction will be begun in the spring. Our first object will be to get the east connected with the great lakes

for summer traffic, and then to give Winnipeg connection with the east. The people of the West want more railway facilities, and we intend to give it to them as quickly as possible." (Dec., 1903, pg. 421.)

Canadian Northern Ry. Construction.

General.—During the completion of the negotiations by which the C.N.Ry. interests secured the control of the Great Northern Ry. of Canada and its leased line, the Chateaugay and Northern Ry., the daily papers gave currency to the report that all this was being done preparatory to the absorption of the C.N.Ry. by the Grand Trunk Pacific Ry.; and further that negotiations had been going on with that end in view. W. Mackenzie, President, C.N.R.; C. M. Hays, 2nd Vice-President and General Manager G.T.R., as well as other executive officers of both companies, gave an emphatic denial of all the statements published. D. D. Mann, Vice-President C.N.R., said: "It is our idea to eventually construct a third great railway system in Canada in spite of reports to the contrary, or stories that any of our property is for sale. None of our roads are for sale, nor are we negotiating with any persons for the sale of any of them."

Another press report stated that an arrangement was about to be concluded by which the C.N.R. would secure running rights over the C.P.R. from Port Arthur to Sudbury, Ont., where a connection would be effected with the James Bay Ry., of which Mackenzie, Mann & Co. have the charter. The James Bay Ry. is projected from Toronto to Sudbury, about 205 miles, and a subsidy for that mileage was voted at the last session of the Dominion Parliament. "There is nothing at all in the rumor," D. D. Mann said in reference to the report about running rights.

Port Arthur Coal Docks.—A location has been decided on for the construction of coal docks at Port Arthur, Ont. The docks will be of steel and concrete, resting on a pile foundation cut off below the water level. The cost will be about \$35,000, and a contract will probably be let in the spring.

Port Arthur Station.—E. A. James, General Superintendent, recently stated that it was intended to erect a new station at Port Arthur, just south of the freight sheds, about 100 ft. from the steamer landing, and that work on the structure would be commenced in the spring.

Winnipeg Roundhouse.—Track has been laid into the 15-stall extension to the Winnipeg roundhouse. The building is of concrete with timber roof. (Nov., 1903, pg. 389.)

Branch to Oak Point.—Track has been laid on the branch from Winnipeg to Oak Point, on Lake Manitoba, 53 miles. This is the old Winnipeg and Hudson's Bay line, which has been re-constructed and in places re-located so as to make its terminus at Oak Point instead of St. Laurent, as originally located. The company has not secured an entrance to the yards at Winnipeg, and it is stated that nothing will be done about this until the spring. (Aug., 1903, pg. 270.)

Greenway Southwesterly.—Track has been laid on this extension from Greenway, on the Morris-Brandon branch, to Wakopa, 40 miles. The route followed is due south to Glenora, thence to the west of Rock lake, and then south to Holmfild, where the C.P.R. Pembina branch is crossed, and thence westerly to Wakopa, at the base of Turtle mountain. The total length of the branch as projected is 58 miles, and some grading has been done between the end of steel and the projected terminal. (Aug., 1903, pg. 270.)

Hartney to Virden and Westerly.—A press report recently stated that a contract

had been let for the construction of a line from Hartney, Man., to Regina, Assa., but we are informed that this is not the case. Surveys have been made for a line from Hartney, at the terminus of the Hartney extension of the Morris-Brandon branch, to Virden, and thence to the Manitoba boundary, about 60 miles, and the Manitoba Government has a contract with the company for the construction of 40 miles of such a line, on guarantee of bonds. Under a Dominion act passed in 1903 the company has power to construct a line from Hartney to Regina. (Aug., 1903, pg. 270.)

Rosendale Extension.—Track has been laid from Portage la Prairie to Arizona, Man., 35 miles, on this extension. Some grading has been completed beyond Arizona, the line being intended to be carried on to Brandon. (Oct., 1903, pg. 347.)

Carberry to Neepawa.—Track has been laid on this line from Carberry to Humerston, Man., on the line completed in 1902, from Katrine, on the main line, to Neepawa, 18 miles. It is contemplated to extend this line southerly five miles to a junction with the branch line under construction from Portage la Prairie to Brandon, and completed to Arizona. (Aug., 1903, pg. 270.)

Rosburn Branch.—Work has ceased on this branch for the season, grading having been completed to Shellmouth. The residents of Russell, which is at the terminus of the C.P.R. branch, from Binscarth, on the old Manitoba and Northwestern Ry., are agitating for the construction of a branch line to connect that town with the C.N.R. system. No track has been laid on the branch this year. (Aug., 1903, pg. 271.)

Grand View-Edmonton Extension.—Track has been laid for 93 miles from Grand View, Man., the terminus of what was formerly known as the Gilbert Plains branch, but which will be the main line of the C.N.R. system. This carries the line well on to the White Sand river. A good deal of grading has been done between the end of track and the C.P.R. line to Prince Albert. From near Saskatoon about 50 miles has been graded westerly; and another stretch of about 20 miles has been graded between the end of steel and Little Quill lake. There has been considerable progress made with the construction of the substructure for the bridge crossing the south Saskatchewan river about four miles from Osler, Sask., and also with the substructure for the bridge over the north Saskatchewan near the Elbow. (Sept., 1903, pg. 309.)

Prince Albert Extension.—Track has been laid from Erwood to Melfort, Sask., 106 miles, and some grading has been done between that point and Prince Albert, which will be for the present the terminal point of the line. A settler at Cote, Sask., writing to a friend at Edmonton, Alta., recently, stated that a yard was being laid out at Cote's reserve, in which six tracks have been laid, and that a roundhouse and machine repair shop were being built there. (Oct., 1903, pg. 347.)

Edmonton.—Grading has been completed on the line from the present station to within a short distance of the Hudson's Bay reserve, where a site has been acquired for a station and yard. (Sept., 1903, pg. 309.)

Great Northern Ry. of Canada.—It is intended to start work first thing in the spring on a branch from near L'Epiphanie, on the Chateaugay and Northern Ry., to near St. Jacques l'Achigan, about 10 miles. A Dominion subsidy was voted last session for a line between these points not exceeding 16 miles. It is also expected to start work early in the spring on the construction of a line from St. Jerome, on the G.N.Ry., to connect with the Montford and Gatineau Ry., recent-