

Snowflake Branch.—Surveys are being made for an extension of this branch from Snowflake, Man., about 9 or 10 miles south-east to or near Mowbray, close to the international boundary, and negotiations for construction are in progress with the Manitoba Government. See "The Manitoba Railway Contracts," pg. 182.

Deloraine Waskada Branch.—Surveys have been made for an extension of this branch from Waskada, Man., about 20 miles due west, and negotiations for construction are in progress with the Manitoba Government. See "The Manitoba Railway Contracts," pg. 182. (Aug., 1900, pg. 233.)

McGregor-Varecoe Branch.—Track has been laid to Wellwood, 26.45 miles from McGregor, Man., which will be the terminus for the present, at least. About 15 miles of ballasting at the farthest end of the branch has yet to be done. Premier Roblin, of Manitoba, recently stated that the Government was negotiating with the Co. to extend this branch 10 or 12 miles. (Aug., 1900, pg. 233.)

Branch from Forest.—A branch is to be built from Forest, Man., on the Co.'s North Central section, formerly the Great North-West Central Ry., for about 42 miles, almost due west to about the western line of range 24 west of the first principal meridian. Forest is 10.4 miles from Chater, the point at which the North Central section leaves the C.P.R. main line. J. D. McArthur has the contract for the grading. The Co. will do the bridging and tracklaying.

Branch from Moosomin.—Surveys have been made for a branch from Moosomin on the main line, 219.1 miles west of Winnipeg, for about 100 miles to the Pheasant Hills, north of Qu'Appelle river.

Arrowhead and Kootenay Ry.—A portion of this branch is being built from Lardo, B.C., on Kootenay Lake, to Trout Lake, about 38 miles. Grading was completed in 1899 for 15 miles from Lardo, and work was opened out for 20 miles further. It is expected to connect the two lakes this year. P. Welch and Co. have the contract for the grading and bridging, and have sublet it to Carlson and Porter, of Kalso, B.C., who are actively pushing the work. The tracklaying, which will be done by the Co., will be started very soon. (Aug., 1900, pg. 233.)

At the last session of the B. C. Legislature the A. & K. Ry. Co. was granted an extension of time to Jan., 1902, to complete its line from Trout Lake to Kootenay Lake, and to April, 1903, to complete its line from Arrow Lake to Trout Lake.

Branch from Abbotsford.—Surveys have been made from Abbotsford, B.C., on the Co.'s Mission branch, 3.5 miles south of Huntingdon Jct., for about 50 miles to the Hope district. It is probable that about 26 miles, from Abbotsford to Chilliwick, will be built this year, but no contract has been let. See Coast-Kootenay Ry., pg. 178.

Norwood and Apsley Ry.—It is expected that a survey for this proposed line from Norwood on the C.P.R.'s Montreal-Toronto line, 18 miles east of Peterboro, to Apsley, some 25 miles, will be made shortly by H. D. Lumsden, of the C.P.R. engineering staff. A subsidy of \$3,200 a mile has been voted by the Dominion Parliament and \$3,000 a mile by the Ontario Legislature. J. B. Pearce, of Norwood, is President of the N. & A. R. Co. (Aug., 1900, pg. 241.)

The Coast-Kootenay Railway.

The Chief Commissioner of Lands and Works of B.C. has presented to the Legislature a return of correspondence, etc., referring to the proposed coast boundary railway, for the construction of which the Government invited propositions to be sent in by April 15. Under that date Bodwell & Duff, solicitors for the Vancouver, Victoria and Eastern Ry. and Nav. Co., wrote stating that the Co. had not submitted a tender on the ground that the conditions attached were, if adhered to, such as to preclude it from accepting the bonus. The Co. was prepared to discuss the question with the Government, and hoped to be able to arrive at an understanding. Continuing they said:—"As there has been some public comment respecting the constitution of the V.V. and E.R. and N. Co., we beg to inform you, authoritatively, that that Co. is now organized permanently, that the plans of the road have been accepted and filed in the railway Department at Ottawa, under the charter which we now have from the Dominion Parliament, and have also been filed in the proper land registry offices in the Province; that \$1,000,000 of the capital stock of the company have been issued, and that it is all held by Mackenzie & Mann and the Great Northern Ry. Co., and that the latter company—by virtue of its interest in the road—has the control of the stock and a majority of the permanent directors; that the railway will be financed by the G.N. Co., and will, when constructed, be operated as a part of its transcontinental system. We are further prepared to give any reasonable assurance which the Government may require that the undertak-

ing will always be conducted as a competing line with the C.P.R. system."

On April 20, Bodwell & Duff wrote that their clients were prepared if the subsidy of \$4,000 a mile was appropriated to their company, to commence construction on both ends of the railway this year, and to push forward the completion as rapidly as circumstances would permit. They were also authorized to submit for consideration the following: 1. The subsidy to be payable in instalments as each 20-mile section of the road is completed. 2. The company to return to the government 2% of the gross earnings of the road for a period of time to be named, or until a certain proportion of the cash bonus (to be agreed upon) is by that means returned to the country: Provided that the charge upon the undertaking to secure this repayment shall not take precedence of such mortgage bonds as are necessary to cover the fair cost of construction; and provided also, that if 2% is returned, the company shall be exempt from taxation, municipal and otherwise, for a limited number of years, to be agreed upon.

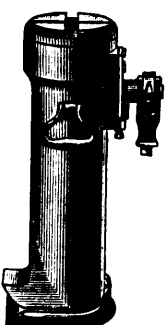
On April 30, Bodwell & Duff again wrote the Government that they were prepared, if the Provincial subsidy was appropriated to the V.V. & E. Ry. Co., and the contract settled immediately, to commence the work at once, and to complete at least 30 miles on the western end, and a similar mileage on the eastern end of the road during the season, whether the Dominion subsidy was granted or not. "Our representatives," said Bodwell & Duff, in conclusion, "are now on the spot; we are ready to do business with the Government immediately, and with deference we submit that our proposition for the construction of the road should be either accepted or rejected prior to the close of the present session of the Legislature."

Hunter & Oliver, under date April 15, pointed out that their clients were applying for a charter over the route in question, under the name of the Coast-Kootenay Ry. and would be prepared upon incorporation to assume the terms advertised, conditionally on the Dominion voting a bonus of \$8,000 a mile without asking any further percentage out of earnings; that the amount to be paid to the Government should not in any one year exceed a sum equal to 4% upon the aggregate of money actually advanced by the Government to the Co. by way of bonus, and that the Co. shall be at liberty to repay the total amount advanced by the Government and be absolved from all further payment. Their clients were willing to enter into an agreement with any company having a subsidy from Victoria for the

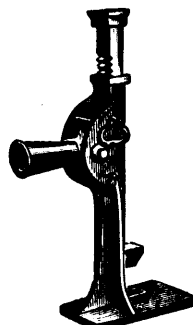
Norton's Ball Bearing Jacks.

Standard Wherever Jacks are Used.

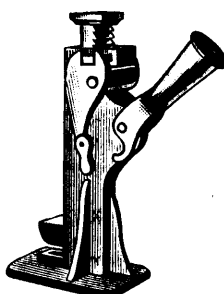
50 STYLES. 8 TO 70 TONS CAPACITY.



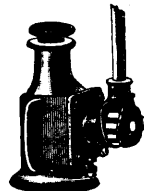
40 Ton Jack.



10 Ton Automatic Lowering Jack.



15 Ton Track Jack.



8 Ton Jack.

Guaranteed in every Respect.

Complete Illustrated Catalogue and Discount on application.

MADE IN CANADA BY
A. O. NORTON,
Coaticook,
Prov. Quebec.

STEEL
LaBELLE STEEL CO.
Pittsburgh, Pa.

MANUFACTURERS OF

FINE TOOL STEEL
For Railway Purposes

Track Tools,
Punches, Dies,
Drills, Magnets, etc.

And all purposes where requirements are exacting.
Steel Forgings. Case Hardening Steel

W. G. BLYTH,
Agent for Canada,

31 Melinda St., - Toronto