

Notice is given that application will be made by the C.P.R. Co. to the Railway Committee of the Privy Council for approval of a plan showing the route of a tramway to be acquired from Kimberley, on the North Star branch of the B.C.S.Ry., southwesterly to the North Star Mine, of about 1½ miles.

Work is progressing rapidly on the Co.'s dock at Balfour on the west arm of Kootenay Lake.

**Arrowhead & Kootenay Lake Branch.**—On May 8 we were informed that no decision had been arrived at as to the work to be done this year. Grading was completed last year for 15 miles from Lardo, the southern terminus, & work was opened up for 20 miles further. (Dec., '99, pg. 350.)

**Pacific Division.**—A large amount of work will be done this season. Six steel truss bridges will be erected in the Kicking Horse canyon & on Mountain Creek; in addition there are in course of erection at Glacier & down the eastern slope of the Selkirk stone arches with spans of 60, 50 & 25 ft. respectively. An improved station will be constructed at Golden with additional sidings. This station will be a small first-class one, something like the buildings put up at Three Forks & Greenwood, on the Columbia & Western Ry. extension, with the addition of a section for the Commercial Telegraph Department, similar to what there now is at Donald, it being the intention to remove the telegraph staff from Donald to Golden as soon as the new building at the latter place is completed. All crossing sidings will be extended to a uniform length of 2,000 ft. clear. The filling of trestle work will be prosecuted vigorously, 4 steam shovels being employed all season in addition to numerous air dump cars. Masonry & box culverts are being constructed to provide waterways at bridges now being filled. Ballasting & improvements on track will be done, some 50 miles of new & heavier steel being laid. At Revelstoke a compressed air plant will be added for use in the shops & with connections in the yard for the purpose of testing air on cars, doing away with the necessity of detaining engines for this purpose upon the arrival of trains. There will also be erected there a 70-ft. turn-table, in place of the one now in use, & elevated coal chutes. The Rogers Pass station, shops & buildings will be removed a mile west of the present site & near the summit of the Selkirk. Small bridges between Golden & Palliser are to be done away with. The work commenced last year of renewing snow sheds will be continued until the greater portion of them have been replaced. Considerable work will be done cutting out trails for the summer resorts of Glacier & Field; from the latter a trail is to be cut to Wapta Falls, 12 miles.

**The Vancouver & Lulu Island Ry.**, from Vancouver to the north arm of the Fraser River, 5½ miles, now under construction as a subsidiary line of the C.P.R., is to run entirely by electricity. Ordinary motor cars will be used both for passenger & freight, at any rate until the freight traffic assumes such proportions as will necessitate other equipment being put on. (April, pg. 111.)

Blessed is the man who expects much, even though he be disappointed! The colonist car fare for the 2,180 miles over the C.P.R. from Halifax to Winnipeg, is £2 10s. The longest consecutive railway journey in which the Londoner can indulge is from Euston or King's Cross to Wick, in Caithness. That is 755 miles, & the 3rd-class fare (no colonist car, mind you, with its sleeping berths) is £2 13s. 3½d. On this scale the fare from Halifax to Winnipeg should exceed £6 instead of £2 10s. Yet an intending emigrant writes to the C.P.R. Co. in London to know whether his £2 10s. ticket will not include "suisine" during the journey!—Canadian Gazette.

## RAILWAY DEVELOPMENT.

### Projected Lines, Surveys, Construction, Betterments, Etc.

**Algoma Central.**—Under legislation passed at the recent session of the Ontario Legislature this Co. is to receive a land grant of 7,400 acres a mile for 200 miles of railway. In return the Co. binds itself to develop at least 40,000 horse-power at Sault St. Marie in addition to that already developed; to erect smelting & reduction works with a 300-ton daily capacity; to erect a pulp mill, in addition to that at the Sault, with a daily 50-ton capacity; to establish immigration offices at Toronto & in Great Britain; to place upon its lands each year for 10 years at least 1,000 male settlers aged eighteen or over; to establish & maintain not less than 4 steel ships of 2,000 tons each freight capacity for traffic between Michipicoton & the Sault. None of the pine timber nor spruce pulpwood on the land granted shall be exported in an unmanufactured condition. The Co. shall complete in 2 years chemical works suitable for using 5,000 horse-power for their operation. The Co. shall forfeit all right or claim to any of the lands granted in the event of failure to comply with the terms of the agreement. Settlers already on the land granted shall not be disturbed. The rates for passenger & freight traffic charged by the railway shall be subject to the approval of the Lieutenant-Governor-in-Council. (April, pg. 111.)

D. McGillivray, of Vancouver, B.C., has secured the contract for building the Co.'s ore dock at Michipicoton. It is said it will cost \$200,000.

**The Canada Atlantic** has completed its trestle near Cache Lake. The tracks at that point have been diverted for improvement, the old wooden trestle removed & masonry piers now support a steel superstructure. The bridge is about 500 ft. long & 60 ft. high.

The Co. will probably erect a paint shop in connection with its buildings at Ottawa East. The proposed structure will be about 300 x 70 ft. In addition to the painting department it will contain room for construction purposes & will materially add to the car building facilities of the road. It is likely that the shops at Elgin st. will be discarded in the near future in order that all the manufacturing buildings may be adjacent to each other.

See under head "Central Counties Ry." on this page.

**Canadian Northern.**—The Ontario & Rainy River Ry. & the Manitoba & South-eastern Ry. having been amalgamated with this line matters relating to them will in future be dealt with under this heading.

D. D. Mann recently stated that about 250 miles of the system between Port Arthur & the Great Saskatchewan will be built this season.

On May 1 we were advised that track had been laid on the Ontario & Rainy River section on the first 40 miles west of Stanley to Lake Shebandowan, and that ballasting with a steam shovel was in progress for 60 miles from the end of track. The heavy work was reported as about finished, & the grading generally about 75 % finished. Piles are all driven on the first 80 miles, and there need be no delay in laying track to the end of the first 100 miles from Stanley as soon as rails can be got. (April, pg. 115.)

On the Minnesota & Manitoba section, between the Manitoba-Minnesota boundary & Rainy River, grading is going ahead & will be pushed to completion as soon as possible. R. Fowler is engineer in charge. (April, pg. 114.)

On the extension from last year's terminus, 220 miles from Gladstone Jct., towards the Great Saskatchewan, a large number of men are at work and grading is being pushed

ahead rapidly. M. H. McLeod, formerly of the C.P.R. Engineering Dept., is engineer in charge. (April, pg. 111.)

**Carleton & Miramichi.**—C. L. B. Miles, C.E., recently made a reconnaissance survey for a line from the C.P.R. at Bristol, N.B., to Foreston. The line follows the Shickadehawk stream for about 4 miles & then climbs to a false summit 9 miles out. The real summit is 12 miles from Bristol on the St. John River, & beyond this real divide are the waters of the n. e. branch of the Miramichi river. M. Welch, the promoter, owns a sawmill at Foreston, & a valuable tract of hardwood timber in that place. Glassville, 16 miles from Bristol, is an important village on the line. The Co. procured a charter from the N.B. Legislature in March & is applying for a Dominion subsidy. (Mar., pg. 77.)

**Central Counties.**—The subsidy granted at the recent session of the Ontario Legislature to this Co. at the rate of \$1,200 a mile for about 7 miles between Rockland & Clarence Creek is not for a further extension, as a line is already constructed between the two points mentioned & is leased to the Canada Atlantic Ry., with the rest of the line from South Indian, & is operated as the C.A.R. Rockland Branch.

**Central Ontario.**—The directors do not appear to have come to any decision as to the extension of this line from Bancroft to the C. A. Ry. between Madawaska & Whitney, for which the Ontario Legislature granted a bonus at its recent session. (April, pg. 111.)

**Great Northern, U.S.A.**—The Cascade tunnel approaches completion, it being confidently expected that trains will be running through it by Nov. 1. It will do away with more than 12 miles of switchback & save nearly 1½ hours between St. Paul and the Pacific Coast—time that is now spent in climbing the Cascade Mountains. In a recent interview, Superintendent of Construction A. L. Andrews, said that the work was begun in Jan., 1897, and that all previous records in tunneling have been broken. Two camps are being worked, one at each end. The length of the tunnel will be 13,253 ft. They are now 4,700 ft. on the Wellington, & 4,300 ft. on the Cascade end. This leaves 5,253 ft. yet to be done. "We are working 750 men," he says, " & are driving about 10 ft. per day, at each end. Three shifts of 8 hours each work from either end, employing 14 drills each, & we are boring the hole by the bench, sub-bench & heading process. The hole will be uniform in size all the way through, 24 ft. high & 20 ft. wide. We are following up the drills with the concrete work; so that shortly after the hole is through, this portion of the work will be finished. There are 70 men on each shift to do the tunneling, about 150 employed at concrete work, & about 50 engineers and helpers." The highest point from the roof of the tunnel to the pinnacle of the mountain is 2,300 ft. In Nov. last 527 ft. were cut—which beats the best world's tunnel driving record, made at Stampede on the Northern Pacific, by 2 ft. The best week's work was 76 ft., which also is a record breaker. The total cost will be in the neighbourhood of \$3,000,000. As yet no one knows, except possibly Mr. Hill, how trains will be operated through the tunnel, but it is quite probable that eventually they will be run by electricity.

**The Greenwood-Phoenix Tramway Co.** having been incorporated under the B.C. Tramway Act, the preliminary survey for the line has been commenced. It is said the estimated cost of the line between Greenwood & Phoenix is about \$150,000, & for the whole line, including branches, about \$500,000. (Dec., '99, pg. 359.)

**The Gulf & Manitoba Ry.** is not, as its name would imply, a Canadian line. Its proposed termini are Duluth & Kansas City.