

Fairfax to Souris.—A guarantee of bonds to the extent of \$10,000 a mile has been authorized by the Manitoba Legislature for the construction of a line from Fairfax, on the Hartney extension of the Morris-Brandon branch, to Souris, 15 miles. The line has to be open for traffic by Nov. 15.

Hartney to Virden, Etc.—The Manitoba Legislature has voted a guarantee of bonds to the extent of \$10,000 a mile for the construction, by Nov. 15, of a continuation of the Hartney extension of the Morris-Brandon branch, from Hartney, for 40 miles. The proposal is to construct the line to Virden, and to continue it to the western boundary of the Province. Among the powers being asked for from the Dominion Parliament is authority to construct a line from Hartney northerly and westerly to Regina, Assa. (Feb., pg. 51.)

Portage la Prairie Southwesterly.—A guarantee of bonds to the extent of \$10,000 a mile has been voted by the Manitoba Legislature towards the construction of a line 40 miles in length, from Portage la Prairie, southwesterly, the line to be completed by Nov. 15. Speaking at Carberry prior to the meeting of the Legislature, the Minister of Public Works stated that among the lines for which contracts would be made by the Government this year was one from Portage la Prairie, through the Rosendale district, and that it would effect a junction with the Carberry-Neepawa line. The route of the branch has not been definitely located.

Carberry to Neepawa.—The Manitoba Legislature has authorized the guarantee, by the Government, of bonds to the extent of \$10,000 a mile for the construction of a line from Carberry to a junction with the Neepawa branch, constructed in 1902, about 20 miles.

Rosburn Branch.—A guarantee of bonds to the extent of \$10,000 a mile has been given by the Manitoba Legislature for the construction of 80 miles of line via Clanwilliam, Rosburn and Harriston to the western boundary of the Province, the line to be completed by Nov. 15. Grading on such a line was completed in 1902 for 25 miles from Rosburn jct., 5 miles north of Neepawa, and track was laid for practically the whole of that distance. The Macdonald and McMillan Contracting Co. has the contract for the grading on the remaining 65 miles. This branch will effect a junction at or near the boundary with the extension from Gilbert Plains. (Feb., pg. 51.)

McCreary Branch.—Provision has been made by the Manitoba Legislature for guaranteeing bonds to the extent of \$10,000 a mile for the completion of the line from Neepawa to McCreary, for which there was a guarantee of bonds of \$8,000 a mile in 1902. During 1902 the whole of the construction, called for was completed and the grading of the line into McCreary, 18 miles beyond the point mentioned in the contract, was practically completed. The uncompleted portion of the grade and the tracklaying will be completed at once. (Feb., pg. 51.)

Swan River Branch.—The Manitoba Legislature has passed an act authorizing the guarantee of bonds to the extent of \$10,000 a mile for a branch from Swan river, 280 miles from Winnipeg, to the western boundary of the Province, 20 miles, the line to be completed by Nov. 15. The Dominion Parliament is being asked to authorize the construction of a line from Swan river westerly to a junction with the Co.'s authorized line at the crossing of the Saskatchewan river.

Grand View Extension.—Construction will be continued westerly from the point to which grading was completed in 1902. G. H. Strevel, of Winnipeg, who was the contractor in 1892, will probably be given the contract this year, and work will be pushed as

fast as possible. Vice-President D. D. Mann recently stated that tenders were being asked for the construction of steel bridges over the Saskatchewan at the three points of crossing. (Feb., pg. 51.)

Erwood, Westerly.—Construction will be pushed this year on the line from Erwood to Prince Albert, and it is expected that the grading will be completed and track laid well on to Prince Albert by the end of the year. N. & D. Keith, who did the grading on the line in 1902, will, it is understood, be the contractors this year also. (Feb., pg. 51.)

Edmonton.—At a meeting of the townspeople Mar. 5, the Mayor reported that the Hudson's Bay Co. had offered to sell 68 acres as a site for station buildings, yards and workshops, for \$25,000, and that the cost of the land to the town would be \$15,000, the H. B. Co. and the C.N.R. contributing \$5,000 each towards the total amount. The \$15,000 has been provided pending the passing of the necessary by-law to raise the money by taxation.

Edmonton, Westerly.—Two survey parties are in the field looking over routes westerly from Edmonton, and W. Burns, one of the surveyors, is investigating a reported pass through the mountains, which has as yet not been surveyed. (Feb., pg. 51.)

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

Nova Scotia. Reports are current in Halifax that in the event of the Company securing the contract for the fast trans-Atlantic line an extension of its railway will be built from a point in New Brunswick to Dartmouth, where terminals will be constructed. The Second Vice-President and General Manager says the reports are without foundation.

St. Andrews, N.B.—The Co. has acquired the property of the St. Andrews Land Improvement Co., and Sir Thos. Shaughnessy says this is with a view of extending railway facilities and providing new summer attractions.

The Atlantic and Northwest Ry. Co., which owns a line operated under lease by the C.P.R., is the defendant in a suit instituted by the heirs of the late Hon. R. Jones, who desire an injunction restraining the Co. from crossing the approaches to a toll bridge over the Richelieu river at St. Johns, Que. The Quebec Court of Appeal has reversed the decisions of the lower courts, and the injunction will be issued. The Co. has obtained leave from the Railway Committee of the Privy Council to cross streets and bridge approaches along the Chambly canal. The plaintiffs objected to this and applied for an injunction, but it was refused by the court at St. Johns, it being held that the Jones' interests had no title to the land on which the approaches to the bridge were erected.

Montreal Shops.—Tenders are being considered for the erection of three more buildings in connection with the new shops at Hochelaga. The buildings will be used for the making of car wheels. (Feb., pg. 52.)

St. Denis Subway, Montreal.—An arrangement has been completed between the C.P.R., the Montreal St. Ry. and the city council for the construction of a subway on St. Denis st., at a cost of \$30,000, to be paid one-half by the C.P.R. and one-quarter each by the city and Street Ry. Co.

Northern Colonization Ry.—Track is reported laid to Riviere Rouge, 6 miles from Labelle. An application is being made to the Quebec Legislature for an additional subsidy, so as to permit the line being extended from Nominique, to which point it is now under

construction, for a further distance of 30 miles. (Feb., pg. 52.)

Brockville Yards.—Plans have been prepared for new buildings in the freight yards, and the general improvements of the docks and wharves.

Ontario Division.—It is intended to replace the 72-lb. rails on a considerable mileage of the Ontario division with 82-lb. rails. These heavier rails will be laid on sections of the main line, between London and Embro, and on sections east of Toronto, while the 72-lb. rails taken up are being used to replace lighter rails on the Owen Sound branch and other lines.

Fort William-Winnipeg Gradients.—We are officially informed that the contract entered into with Foley Bros. and Larson, is solely for the reduction of gradients on the present line and not for double-tracking as reported. The gradients both east and west bound are at present 0.75%, and it is intended to reduce them to 0.4%. The contractors have commenced work at Rat Portage. Where new tracklaying is required 80-lb. rails will be used. The engineers in charge of the work are F. S. Darling, Division Engineer, with headquarters at Montreal, and J. B. L. McDonald, Assistant Engineer, with headquarters on the work. (Mar., pg. 94.)

Macgregor.—Press reports state that it has been decided to erect a roundhouse, coal sheds and a water tank at Macgregor, Man.

Brandon.—A press report states that it is proposed to erect a 3,000,000 bush. grain elevator at Brandon, Man.

Glenboro-Lauder Extension.—Grading is reported to have been completed in 1902 for 15 miles beyond Lauder, Man., towards the western boundary of the Province. (Aug., 1902, pg. 271.)

Pipestone Branch.—This branch, starting from Menteith jct., Man., was completed to Arcola, Assa., 94.9 miles, in 1900. Press reports say it is now intended to extend the line from Arcola to Regina, about 120 miles, that the work will be commenced at an early date, prospective contractors having been over the route in Jan.

Pheasant Hills Branch.—Work on the grading of this branch will be resumed at an early date, and it is said the line will be pushed northerly and westerly to Newdorf, 105 miles. Tracklaying on the grade completed in 1902, from the point where work ceased, to Scissors creek, is expected to be gone on with as soon as possible. (Feb., pg. 53.)

Saskatoon.—Press reports state that a roundhouse will be built at Saskatoon, Sask., on the Qu'Appelle. Long Lake and Saskatchewan Ry., and that the station will be enlarged in view of the putting on of a daily train service.

Alberta-Saskatchewan branches.—Under the charter of the Calgary and Edmonton Ry. there will probably be considerable construction during the year, the details of which have not been announced. Survey parties have been in the field all winter surveying routes for lines connecting Wetaskiwin easterly to Saskatoon on the Qu'Appelle, Long Lake and Saskatchewan Ry., and southeasterly. It is reported that if a line is constructed southeasterly it will join the transcontinental line at Swift Current, Assa. A line is also projected northerly from Strathcona, and negotiations are in progress for a site for a station in Edmonton. An act obtained by the C.P.R. last year would also cover some of the lines projected in this territory and for which surveys are in progress.

Pacific Division.—R. Marpole, General Superintendent, stated on returning to Vancouver from a recent visit to Montreal, that 13,000 tons of 80-lb. rails were to be delivered