

natural beauty. The Ontario Government has given a subsidy of \$2,000 and 5,000 acres of land a mile towards the construction of the first 30 miles of this line. A Dominion subsidy will be applied for next year. D. F. Burke, Port Arthur, is the chief promoter. (April, pg. 112.)

Tilsonburg, Lake Erie and Pacific Ry.—It is reported that this line, which runs from Port Burwell, on Lake Erie, to Tilsonburg, Ont., is being extended to Ingersoll.

Toronto, Lindsay and Pembroke.—A survey is being made for a railway connecting Golden Lake, Ont., the junction of the Canada Atlantic and Pembroke Southern railways, with the terminus of the Irondale, Bancroft and Ottawa at Bancroft, for which the Dominion Parliament voted a subsidy last session. (June, 1900, pg. 176.)

Vancouver and Grand Forks Ry. Co.—R. Marpole and G. McL. Brown, of the C.P.R., and C. F. Law, were incorporated under this title at the last session of the B.C. Legislature, to construct and operate a standard gauge railway from Vancouver to New Westminster, thence crossing Fraser River and following its south bank to Hope, passing within a mile of Chilliwack courthouse; thence following the Coquella River to the headwaters of Coldwater River, following that river to within 20 miles of its source, thence southeasterly to the west fork of Otter River, thence to the junction of Otter and Tulameen rivers; thence following the latter to Princeton; thence along Similkameen River to Keremeos, thence to Osoyoos Lake, and easterly to Kettle River, along Kettle River to Midway, thence easterly to Grand Forks, and with further power to construct a branch from Coldwater through Nicola valley to Nicola Lake; also a branch of 30 miles up Tulameen valley, and to lay out other branch lines not exceeding 20 miles in length. The capital is fixed at \$1,000,000 and power is given to issue bonds to the extent of \$35,000 a mile.

Victoria Terminal Ry. and Ferry Co.—E. V. Bodwell, L. P. Duff and J. H. Lawson, of Victoria; S. F. Mackenzie, of Vancouver, A. E. Henry, of Milwaukee, Wis., were incorporated at the last session of the B.C. Legislature under this title to adopt and carry into effect a by-law passed by Victoria City Council, and ratified by the electors of the city, known as the Victoria Terminal Ry. by-law, 1900. The Co. is authorized to construct and operate a standard gauge railway along certain streets in Victoria so as to connect the Victoria and Sydney Ry. with the Esquimalt and Nanaimo Ry., and to extend the railway as may be from time to time agreed upon with the corporation. The Co. is empowered to own and operate a railway ferry service between the present or any future terminals of the V. and S. Ry. on the Saanich peninsula, and a point at or near the mouth of Fraser River; and to construct a standard gauge railway from the ferry along the south shore of Fraser River easterly to a point where a connection can conveniently be made with the New Westminster Southern Ry.; and also to construct a standard gauge railway from such point of connection with the N. W. S. Ry., by the most convenient and feasible route to or near Chilliwack. The capital stock is fixed at \$1,000,000, and power is given to issue bonds to the extent of \$20,000 a mile of railway, and of \$300,000 for the construction of the ferry. The by-law referred to is added as a schedule to the act, and is specially confirmed by an act, passed last session, empowering the corporation to lease the market building premises and otherwise carry into effect the provisions of the by-law. Under the terms of the by-law the Co. must within six months of its incorporation begin the construction of its railway in Victoria, and the portion connecting the ferry landing-place

with the N. W. S. Ry., and complete the same within two years, by which time a car ferry service shall be established, providing accommodation for 400 passengers and 8 loaded freight cars, and steaming at not less than 14 miles an hour. One train a day each way shall be operated on the railways, and the ferry service shall connect therewith, extraordinary storms, fog, or dangers of navigation always excepted. Agreements are to be entered into between the Co. and the Great Northern Ry. Co. (U.S.A.) and the Victoria and Sydney Ry. Co., regarding the carriage of freight and the charges therefor. The passenger fare between Victoria and the junction with the N. W. S. Ry. is not to exceed \$2 each way, and a correspondingly moderate charge for local freight is to be maintained. The corporation grants leave to the Co. to lay a single track along its streets, and reasonable facilities for switching; leases to the Co. the market place for 25 years at \$100 a year, and agrees to pay the Co. a bonus of \$15,000 a year for 20 years. This Company is being promoted in the interests of the Great Northern Ry. Co., U.S.A., as Mr. Bodwell explained at the meetings in Oct., 1900, when the by-law was under discussion in Victoria. In Dec., 1900, when the Victoria, Vancouver and Eastern Ry. charter was acquired by Mackenzie, Mann & Co., it was said that there would be an arrangement made by which they would obtain entrance into Victoria by this Co.'s line instead of by an independent route. Since then the announcement was officially made that J. J. Hill was jointly interested with Mackenzie, Mann & Co. in the V. V. and E.

Vancouver, Victoria and Eastern.—See Victoria Terminal Ry. and Ferry Co. above, also Coast Kootenay, pg. 171.

Vancouver, Westminster and Yukon Ry.—J. Hendry, I. Oppenheimer, and A. Williams, of Vancouver; G. O. M. Dockrill, of New Westminster, and H. P. Livingston, of Baden, were incorporated at the last session of the Dominion Parliament under this title to construct and operate a standard gauge railway from Vancouver, to near the mouth of Fraser River, near New Westminster, also from Vancouver by way of Seymour Creek to Squamish valley, thence through Pemberton meadows to Lillooet, northerly to Quesnel, northwesterly to Hazelton, and northerly to the northern boundary of B.C. east of Teslin Lake; thence northerly to Dawson and along Yukon River to the westerly boundary of Yukon River; also to construct and operate branch lines not exceeding 30 miles in any one case. Construction is to be commenced within two years and completed in five years. The capital of the Co. is fixed at \$2,000,000, and power is given to issue bonds to the extent of \$35,000 a mile. The Co. may enter into an agreement with the Vancouver, Western, Northern and Yukon Ry. Co.—a B.C. organization—for the sale of its franchise, or the purchase of the B.C. Co.'s franchise.

Virginia and Rainy River.—It is reported that 50 miles of this road will be built this year. The heaviest grade will not exceed 1%, and this only for a distance of a mile. The line is projected from Virginia, on the Duluth, Missabe and Northern, to Koochiching, Minn., opposite Fort Frances, Ont., on the Rainy River. (May, pg. 159.)

The Wabash Ry. Co. will, it is said, erect its Canadian shops at St. Thomas, at a cost of about \$100,000.

Valle Northern Ry. Co.—R. R. Gilpin, G. A. Fraser, A. W. Fraser, F. A. Sinclair, R. A. Dickson, and H. St. Q. Cayley, were incorporated under this title at the last session of the B.C. Legislature, to construct and operate a standard gauge railway from Grand Forks, 30 miles along the north fork of Kettle River, thence 40 miles along the west

fork of the River to Summit Creek, thence about 5 miles to Eagle Creek, thence to its mouth; also a branch line to Franklin Camp, and other branch lines not exceeding 20 miles in any one case.

C. P. R. Construction, Betterments, etc.

Northern Colonization Ry.—See pg. 175.

Montreal Terminals.—Negotiations are in progress with the trustees of Olivet Baptist Church for the purchase of the property in order to straighten the C.P.R. entrance to Windsor station. The Co. is also negotiating for the purchase of a strip of land in the rear of St. Anthony's Church on St. Antoine St. west, for the purpose of straightening out the curve entering the shunting yard at Richmond Square.

Port Arthur.—Executive Agent Baker recently submitted a plan to Port Arthur town council for the division of the reserve A, Government yard, between the C. P. R. and the Canadian Northern Ry. This plan calls for the closing of North Water St. and the handing over of that street to the C.P.R., together with a strip of the Government yard extending the full length of that block of land from Arthur St. to the back of the lots facing on Cameron St. It further calls for the opening of a street to take the place of North Water St., 66 ft. in width, just west of the land the C.P.R. asks for. The balance of the reserve the C. P. R. is willing that the C. N. R. should have. If this plan is adopted the C.P.R. will build a station at the foot of Van Norman St. for the use of both railways, and also a 300 ft. freight shed at a little distance north of the station.

Fort William Coal Docks.—The derricks recently received from Winnipeg have been set up at the coal docks, Fort William. The plant now consists of seven large hoisting machines.

Winnipeg.—The Winnipeg City Council has instructed its sub-committee to confer with the city engineer and have plans and estimates of cost prepared for a subway under C.P.R. tracks on Main St., in accordance with resolutions already passed.

The spur track, west of Princess St., from the C.P.R. to Alexander Avenue, has been completed.

Plans have been prepared for the enlargement of the Winnipeg yards, and improving and enlarging the repairing shops.

The C.P.R. has decided to use Red River water for its locomotives and workshops at Winnipeg. Suction and intake wells are to be constructed, and a pump house is to be erected at the foot of Robert St., and eight-inch pipes will be laid to the yard and shops.

West Selkirk Branch.—About 12 miles have been graded out of 28 between West Selkirk and Winnipeg beach, on the west side of Lake Winnipeg. It is expected that the whole will be graded and will be completed during June, and that the rails will be laid as soon as they can be obtained. (June, 1900, pg. 173.)

Stonewall or Teulon to Lake Manitoba.—By an act passed at the last session of the Dominion Parliament, the C.P.R. was given power to construct or acquire and operate a line from Stonewall or Teulon, Man., or from a point on the Co.'s line between these two places, northwesterly to the east shore of Lake Manitoba, between Marsh Point and the north boundary of township 25. This power is not to be exercised until the C.P.R. has constructed and put in operation a line from its main line to Gimli on Lake Winnipeg. The line is to be commenced within three years and completed within five years, and the Co. may issue bonds or debentures in respect of the construction to the extent of \$25,000 a mile.