

**Canadian Northern Ry. Construction.**

**Port Arthur Elevators.**—No decision has been reached as to the construction of additional elevator accommodation at Port Arthur, Ont., but it is contemplated erecting a large addition to the present accommodation. The construction will be similar to the tile tank storage elevator recently completed. (May, pg. 174.)

**Port Arthur-Rainy River.**—Three steam-shovels are employed in ballasting this section of the line preparatory to the inauguration of the daily express service on June 15.

**Winnipeg Terminals.**—The negotiations with the city council relative to the building of a station and hotel have not been concluded, and until an arrangement has been made in regard to the matters under discussion the plans cannot be definitely settled. Plans have been submitted to the council showing what the company desires to do, but alterations may have to be made to suit conditions imposed by the city. D. D. Mann recently stated in Winnipeg that the press report that the C.N.R. would erect a joint station with the C.P.R. was without foundation. (May, pg. 174.)

**Portage la Prairie, Southwesterly.**—A. C. Mackenzie and J. Cowan have contracts for grading on this line from Portage la Prairie southwesterly through the Rosendale district. It is intended to carry this line through to Brandon. (May, pg. 174.)

**Carberry to Neepawa.**—Surveys have been completed for the 20-mile branch connecting the Neepawa branch with Carberry, and the right of way is being acquired. The branch will probably be constructed this year, and a press report states that J. Cowan has a contract for grading. (May, pg. 174.)

**Grand View—Edmonton Extension.**—The Toronto Globe Ottawa correspondent announced May 27 that the Government would ask Parliament to guarantee the bonds of the company for \$13,000 a mile, in respect of the construction of 620 miles of line from the Manitoba boundary to Edmonton, the Government taking a first mortgage on the line so constructed as security. On the extension from Grand View, G. H. Strevel had a contract for grading in 1902 and had completed 38 miles towards the Manitoba boundary when work ceased for the year. Over 300 miles from Grand View are already under contract this season, and other contracts will be let as speedily as possible. G. H. Strevel is pushing ahead with the grading from the point he left off in 1902; McCutcheon & Fisher are working westerly from the Quill Plains, and another contractor, press reports state, will start from Saskatoon and work easterly. The Barr colonists have a contract to grade 100 miles through the lands they have taken up, northwest of Battleford, and J. D. McCrimmon, who constructed the line from Strathcona into Edmonton, is grading from the temporary station at Edmonton to the Hudson's Bay reserve, recently acquired for station and yard purposes, and will continue grading to Fort Saskatchewan. The extent of grading which will be completed on the line during the year will depend on the number of men that can be obtained. As, however, the district through which the line passes is attracting large numbers of settlers, it is expected that there will not be any great scarcity of men for the work. A big endeavor will be made to get the line through to Edmonton, but it is hardly likely to be successful. Contracts have been let for the steel superstructure for the bridges across the north and south branches of the Saskatchewan river, at the Elbow and Osler, respectively.

**Prince Albert Extension.**—Neil Keith has a contract for grading to Melfort, on Carrot river, about 100 miles from Erwood, and it is

expected that track will be laid on the whole of this during the current year. (May, pg. 175.)

**Edmonton, Westerly.**—B. Burns recently returned from a reconnaissance survey via Athabaska Landing to the Peace river and Grand Prairie country.

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

**Overhead Bridge at Place Viger, Montreal.**—The Supreme Court has decided that the cost of the overhead bridge from Notre Dame St. to Place Viger station, Montreal, should be apportioned between the city and the C.P.R., the C.P.R. to pay \$24,679, and the city \$11,092.

**Northern Colonization Ry.**—We were recently advised that the grading on the extension from Labelle to Nominique, Que., was well advanced, but that no track had been laid. (April, pg. 131.)

**Montreal Shops.**—Excellent progress is being made with the construction of the various buildings at the site of the new shops at Hochelaga. G. R. Mitchell, resident engineer in charge of the work, recently stated that some of the buildings would be ready for occupation by autumn. A contract has been let for the boiler equipment for the shops, the installation to be completed by Sept. 30. (April, pg. 131.)

**Brockville Improvements.**—We were recently advised that improvements at the yards, etc., at Brockville, Ont., had been considered, but were in abeyance for the time being. (April, pg. 131.)

**London Yards.**—The improvements contemplated at the London, Ont., yards include siding accommodation for 125 additional cars. (May, pg. 179.)

**Winnipeg Station and Subway.**—There is a probability that negotiations will be resumed between the company and the city council relative to the construction of a subway and a new station building on Main st. The city is negotiating with some property owners who prevented the last arrangement being carried out, and a settlement is likely. W. Whyte, Assistant to the President, states that the C.P.R. will not have anything to say on the matter until this question has been settled, as the company has reached the limit of concession. (May, pg. 179.)

**Selkirk-Reaburn Cut-off.**—W. Whyte, Assistant to the President, recently stated that the possible cut-off between Selkirk and Reaburn would not be considered by the company until the Winnipeg matters were satisfactorily settled. The same can also be said of a suggested cut-off between Winnipeg and Molson. (Feb., 1902, pg. 65.)

**Winnipeg Beach Branch.**—A regular train service from Winnipeg on this branch, 50.1 miles, will be inaugurated June 7. There will be a daily service, with excursion trains as required. The present service consists of a bi-weekly mixed train each way. (Nov., 1902, pg. 379.)

**Kellogg, Man.**—The old shack which did duty for a station has been burned down, and the inhabitants are petitioning the company to erect a proper station building.

**Minnedosa, Man.**—A fire May 9 destroyed the station building and a good deal of other property.

**Manitoba and Northwestern Ry.**—J. D. McArthur, who did the grading on the extension from Yorkton, Assa., in 1902, has a contract for grading a further extension of 30 miles this year. (May, pg. 179.)

**Pipestone Branch.**—An injunction has been granted restraining Foley Bros. and Larsen, the contractors for the extension from Arcola, Assa., towards Regina, from entering on cer-

tain lands, and other injunctions are likely to be applied for. The reason given for the legal proceedings is that the company did not make arrangements for the payment of compensation for the lands expropriated. (May, pg. 179.)

**Pheasant Hills Branch.**—We were recently advised that no new contract had been let for grading on this branch, in addition to the contract for 105 miles let in 1902 to Foley Bros. and Larsen. (May, pg. 179.)

**Moose Jaw, Assa.**—The improvements to be effected during the year include the enlargement of the roundhouse and the station, as well as the extension of the yard and the laying of additional tracks. The cost of the improvements, press reports state, will be \$100,000.

**Crow's Nest Pass Line.**—Traffic on the line at Frank, Alta., was suspended owing to the landslide at Turtle mountain, which covered about two miles of the track and the line was abandoned. Under the direction of E. H. McHenry, Chief Engineer, a new line east of the old one is being constructed close to Frank, far enough away to be out of the region of further slides. On May 23 the first train passed over a temporary line which has been laid.

**The Great Northwest Central Ry. Co.** was incorporated in 1886, and its charter was confirmed in 1888 by the Dominion Parliament. It had power to construct a line from Brandon via Rapid City, Man., to Battleford, Sask., about 450 miles. About 50 miles had been constructed from Chater, 5 miles east of Brandon, when the line passed under the control of the C.P.R., by which company it was extended to the Assiniboine river at Miniota, 71 miles. At the present session of the Dominion Parliament the C.P.R. is asking for an extension of time to 1906 to complete the line. The application was opposed before the Commons Railway Committee by the Canadian Northern Ry., and at the suggestion of Sir Thos. Shaughnessy the bill was approved, subject to the insertion of a clause limiting the extension to be made under the present act to 200 miles. During the discussion the Minister of Railways stated that the Government had decided that the lines to be constructed in the Northwest should be so laid out that the country through which they were to pass should be best served; it had also been concluded by the Government that rival railways should not parallel within 40 miles.

**Calgary and Edmonton Ry.**—The application of the C.P.R., under the charter of the C. and E. Ry., to extend the line from Strathcona into Edmonton, Alta., and to construct a number of branch lines, was opposed by the Canadian Northern Ry., which, under the charter of the Edmonton, Yukon and Pacific Ry., has a line in operation between Strathcona and Edmonton, and has its main line under construction between Grand View, Man., and Edmonton. The Edmonton town council wants the C.P.R. connection as well as the C.N.R., and petitioned in favor of it. The C.P.R. offered to build a high level bridge across the Saskatchewan river at a cost of \$237,000, in order to gain an independent entrance, and approval was given to the bill as thus amended.

**Minneapolis, St. Paul and Sault Ste. Marie Ry.**—In connection with the proposed extension from Glenwood northerly, Sir Thos. Shaughnessy recently stated that the company would make a considerable addition to the existing line to carry it up to the Canadian border. The point at which the extension would touch the border had not been decided upon, but the line in all probability would ultimately be carried to Winnipeg. A contract for the line from Glenwood to Fosston, Minn., 125 miles, is reported in U.S. papers to have been let to Richards, Lundeen & Co., of Minneapolis, Minn. The character of the work is