

THE RECORD FOR 1900.

Annual Review of Railway Work in Western Canada.

The record for 1900 in the matter of railway construction is not a particularly brilliant one. Compared with the previous year there was less work done. Some important work, however, was carried on during the year. The completion of the southeastern section of the Canadian Northern system to Rainy river may fairly be considered the event of the year. Other more important works were: The extension of the Canadian Northern into new and unsettled territory in Northern Manitoba, and thence striking into the vast territory of Saskatchewan; the extension of the Ontario system of the Canadian Northern westerly toward the Rainy

year was not on as extensive a scale as in many past years. No new lines were constructed or commenced, unless we could consider the extension of the Selkirk branch to Lake Winnipeg as a new line. It certainly partakes something of the nature of a new line, as it is not an extension of an old line for colonization purposes. The object of the extension of the Selkirk line to Lake Winnipeg is to open a summer resort at the lake, within easy distance of the city of Winnipeg. The other resorts are too far from the city to render them readily accessible to the great majority of the people. The west shore of Lake Winnipeg presents many attractive features for a sum-

made for establishing an attractive summer resort. The old part of the line has been re-ballasted and re-laid with heavier rails, and this line to the lake will be made one of the very best sections of railway in the West, so as to permit the running of fast trains between the city and the lake. The line will be completed in time to be available during the season of 1901. The lake could have been reached by a shorter line, but the location selected a little distance down the west shore, affords a much more attractive spot than any point closer by.

PIPESTONE EXTENSION.

In point of importance the extension of the Pipestone branch may be considered to lead in the work done by the Canadian Pacific Railway last year. This extension affords railway facilities to an excellent agricultural section, which has been settled for

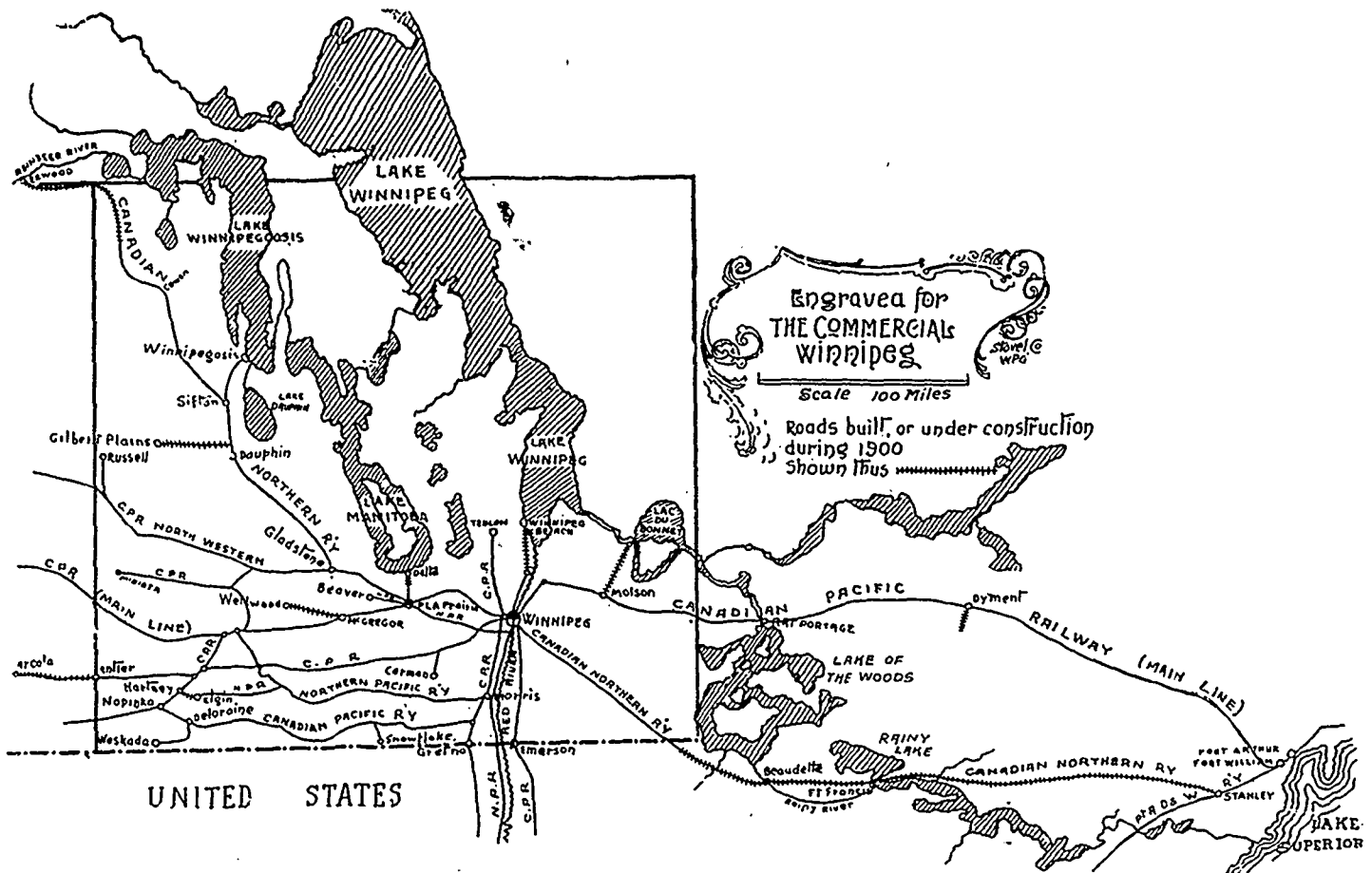
MACGREGOR BRANCH.

Track was laid on this branch last year from MacGregor, on the main line, to Wellwood, a distance of 26 miles. The line, however, is only in operation to Edras, 18 miles from MacGregor. The MacGregor branch was started in 1889, when some twenty odd miles were graded, but no steel was put down until last year.

LAC DU BONNET BRANCH.

Late in the season of 1899 work was started on a new branch, from Molson station, Manitoba, on the main line east of Winnipeg, to Lac du Bonnet. This line was completed and put in operation during the past year. The length of the branch is 21½ miles.

Another short branch from the main line east of Winnipeg, built last year, starts from Dymont station in the Wabigoon district, Northwestern Ontario. This is little more than a spur track to the New Klondike mining



RAILWAY MAP OF MANITOBA AND NORTHWESTERN ONTARIO

Following is a summary of new railway work in Western Canada during 1900:

Canadian Pacific—
Pipestone branch extension, Antler to Arcola, 47.3 miles; Selkirk branch extension, Selkirk to Winnipeg Beach, under construction, 26.50 miles; Mac-

Gregor branch, MacGregor to Wellwood 26 miles; Lac Du Bonnet branch, Molson to Lac du Bonnet, 21½ miles; Dymont branch, 7 miles. Total, 125.3 miles.

Northern Pacific—
Souris branch extension to Hartney 4.3 miles; Lake branch extension to

Lake Manitoba, 5.8 miles. Total, 10 miles.

Canadian Northern—

Extension of northern line to Reindeer River, 62 miles; Gilbert Plains branch, 27 miles; extension of southeastern section to Rainy River, 35 miles; Ontario section, completed por-

tion, 100 miles. Total, 224 miles.

In British Columbia—

Crow's Nest line (C. P. R.), Five Mile Point to Balfour, 15.3 miles; Lulu Island railway, 7 miles. Total, 22.3 miles.

Total new road for Western Canada, 351.6 miles.

river; and the extension of the Pipestone branch of the Canadian Pacific Railway from the Manitoba boundary westward into Assinibola territory, thus giving railway facilities to the comparatively well settled Moose Mountain district. These are all very important undertakings, and with the several shorter extensions of other lines, indicate that fairly good progress was made during the year in developing the vast resources of our great western country.

CANADIAN PACIFIC LINES.

New work undertaken by the Canadian Pacific Railway during the past

mer resort, and it can be reached from the city in about an hour's time, so that it will undoubtedly become a place of general resort for the citizens of Winnipeg. The extension of the Selkirk branch to Lake Winnipeg was commenced during the past year and the line was graded for about half the distance. The length of the new line will be 26½ miles. The distance from Winnipeg to Selkirk is 23 miles, making the total distance from Winnipeg to the lake slightly less than 50 miles. The point where the railway reaches the lake will be known as Winnipeg Beach, and here provision will be

made for establishing an attractive summer resort. As early as 1882 a large number of settlers went into this section. The advent of the railway is a great source of satisfaction to these settlers, and with the shipping facilities now enjoyed the production of the district will be largely increased. During the year the Pipestone branch was completed and put in operation from Antler to Arcola, a distance of 48 miles. The track was laid the previous year a short distance beyond Antler, the actual mileage of iron laid last year being 47.3 miles. A portion of this had been graded the previous year.

camp, south of the main line. The length of the line is seven miles.

IN THE KOOTENAY.

The Canadian Pacific Railway Co. has been prosecuting work during the year on a link of the Crow's Nest system, between Nelson and Balfour. Connection is now made on this part of the route by steamer on Kootenay lake. A section of 15.3 miles is now in course of construction and is now well on toward completion, which will materially shorten the lake section in the part most difficult to navigate. In this connection it may be stated that the Canadian Pacific Railway Co. has