

Canadian Northern Ry. Construction.

Port Arthur Easterly.—Beyond stating that survey parties are in the field in the vicinity of Port Arthur with a view of locating a suitable line easterly, the officials have no information to give out. Press reports recently stated that H. K. Wicksteed, C.E., was running a preliminary line from the south end of Lake Nepigon to Shebandowan on the C.P.R. main line west of Port Arthur. (Feb., pg. 50.)

Winnipeg Shops.—A temporary building has been erected at Winnipeg to be used for the repairing of passenger cars, and the permanent car shops is being utilized for building freight cabooses.

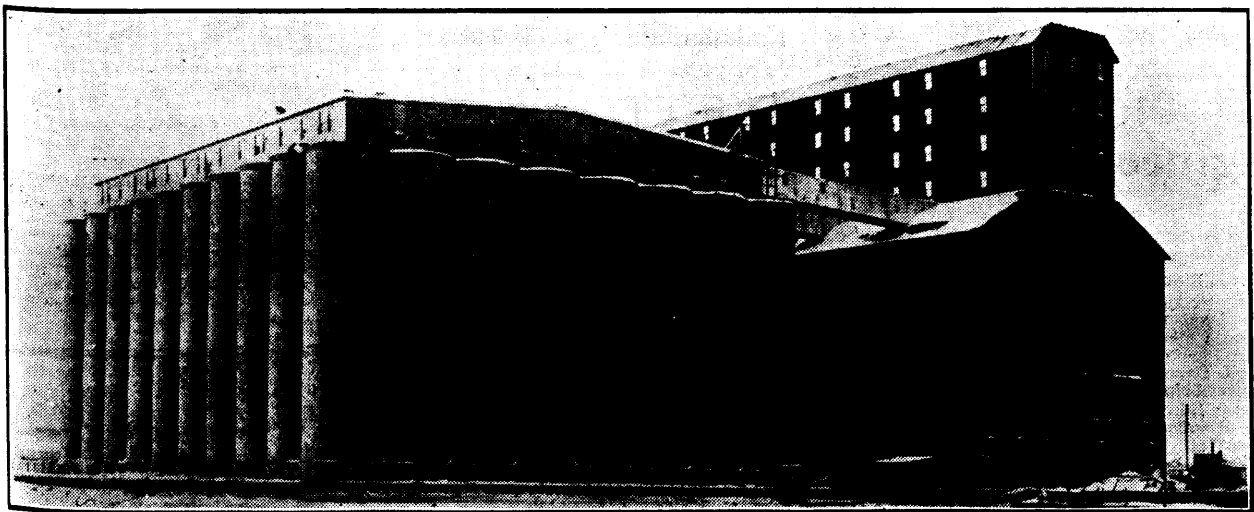
Winnipeg Terminals.—The Co. has acquired Fort Garry Park, about 24 acres, from the Hudson's Bay Co., and some additional property on the east side of Main st., adjoining the park, so that it now owns, with the exception of a few lots on Main st., all the land east of Main st. and south of Water st. to the Red and Assiniboine rivers, respectively. It was intended to utilize this area for terminal purposes, and to erect a station and

struction of 343 miles of branch railways by Nov. 15. The aid to be given is in the nature of a guarantee of bonds to the extent of \$10,000 a mile, of which one-fifth has to be expended upon rolling stock. The Commissioner of Railways, in explaining the act, stated that previous guarantees of bonds had been at the rate of \$8,000 a mile, but in consequence of the increased cost of labor and material the Government now proposed to give the additional guarantee of \$2,000 a mile. The additional \$2,000 a mile was to be expended upon equipment so that there would be sufficient rolling stock for the branch lines to be constructed. The time limit was fixed because the Government had been assured by President Mackenzie that the Company was in a better position to proceed with construction than last year, and because of the rapid changes that were taking place in the Province the Government realized that the time might shortly come when it might be possible for the people of the Province to secure the construction of railways without a guarantee at all. The contract, it was explained, had been made with the Western Extension Ry. Co., which had agreed to amalgamate with the Canadian Northern Ry. Co., but the

ed and track laid in 1902, leaving 6 miles to be completed by Nov. 15 in order to carry out the terms of the contract. (Feb., pg. 51.)

Sperling to Morris and Easterly.—A projected branch, for which sanction is being asked at the current session of the Dominion Parliament is from Sperling, on the Carman branch, to Morris, on the Morris-Brandon branch, and thence easterly to the main line from Winnipeg to Port Arthur, between St. Anne and the southern boundary of the Province. This line, with the other extensions of the Morris-Brandon branch subsidized by the Manitoba Legislature or projected by the bill before the Dominion Parliament would give a short line from the head of Lake Superior, through Southern Manitoba to Regina, Assa. (Feb., pg. 51.)

Roland or Myrtle to Morden.—The Manitoba Legislature has passed an act guaranteeing interest on bonds to the extent of \$10,000 a mile for the construction of a line from Roland or Myrtle, on the Morris-Brandon branch southwesterly to Morden, 20 miles. The line is required to be open for traffic by Nov. 15.



CANADIAN NORTHERN RAILWAY COMPANY'S ELEVATOR AT PORT ARTHUR, ONT.

hotel on the Fort Garry park property. Plans for the station and hotel have been submitted to the city council for approval, as it is proposed to close up some streets. The new station will be located on the northwest corner of the park property, fronting on Main st. and Broadway, and will contain the Winnipeg offices of the Co. The hotel building, it is suggested, will be on the northeast corner of Main st. and Broadway, and will be connected with the station by an arch, provided the city agrees. The estimated cost of the buildings and other improvements is about \$2,000,000, and they will be completed within a couple of years. In order to obtain an entrance to the new station a new steel bridge will be erected over the Assiniboine river. This bridge, it is proposed, shall be a double track bridge, one track for passenger and the other for freight traffic. When this work is completed the old Northern Pacific station on Water st. will be abandoned for passenger purposes, and will probably be utilized as a freight shed.

Manitoba Branches.—The Manitoba Legislature on Mar. 18 passed an act for aiding the construction of certain lines of railway in the Province, which provides for the con-

provisions of that act do not come into effect until after the amalgamation has taken place. As a matter of fact the provisional directors of the Western Extension Ry. Co. are all officials of the Canadian Northern Ry., which company has a bill before the Dominion Parliament giving the C.N.Ry. power to construct the several lines named, and authorizing the amalgamation. The following are the lines for which the act authorizes the guarantee of bonds:

	Miles.
Emerson easterly	20
Roland or Myrtle to Morden.....	20
Greenway southwesterly	40
Minto or Elgin southwesterly.....	30
Fairfax to Souris	15
Hartney to Virden and western boundary...	40
Portage la Prairie southwesterly.....	40
Carberry to Neepawa branch.....	20
Through Clanwilliam, Rossburn and Hartston to the western boundary.....	80
McCreary southerly.....	18
Swan River to western boundary.....	20
	343

Emerson Branch.—The Manitoba Legislature has passed an act guaranteeing interest on bonds to the extent of \$10,000 a mile for an extension from Emerson, easterly for 20 miles. Fourteen miles of this was construct-

Greenway Southwesterly.—The Manitoba Legislature has passed an act guaranteeing interest on bonds to the extent of \$10,000 a mile for the construction of a line from Greenway, on the Morris-Brandon branch, southwesterly, for 40 miles. The route has not been definitely located, press reports stating that either a route to the International boundary will be followed, where a junction could be arranged with the Great Northern Ry. branch line, at present terminating at St. John, N.D., or via Killarney to Wakopa, at the base of the Turtle mountains. The line is required to be open for traffic by Nov. 15.

Minto or Elgin Southwesterly.—Among the lines for which the Manitoba Legislature has guaranteed bonds to the extent of \$10,000 a mile is a branch either from Minto or Elgin, on the Hartney extension of the Morris-Brandon branch, southwesterly for 30 miles. The route has not been definitely located, but a 30-mile branch from Elgin southwesterly would reach close to the International boundary, where a connection could be made with the Great Northern Ry. branch, now terminating at Souris, N.D. The branch has to be open for traffic by Nov. 15.