

one a fast limited, making but few stops, & the other to accommodate local traffic.

Great progress, too, has been made by the Canadian Northern Ry. Co., which during 1900 constructed 224 miles of railway, & which expects before the end of the present year to have its line in operation from Port Arthur to Winnipeg, & from Winnipeg to a point within a very short distance of Prince Albert. It is now advertising for tenders for the construction of a magnificent steel bridge, with a draw span of 380 ft., to cross the Rainy River, & tenders are likely to be called for in a few days for a bridge across the Red River, at Winnipeg. With the completion of these works, & the additional mileage to be constructed this year, this Co. expects to have not less than 1,100 miles of railway in operation, thus bringing it into the rank of the third railway in Canada. It is pretty generally understood that a large portion of the fine timber through which this road runs will be brought into this city, & lumber mills established here for its manufacture, thus giving employment to a large number of men. Mining interests, too, should be greatly benefited, as the Canadian Northern runs largely through mining country tributary to

the Seine River, & the improved transportation facilities will be of great value, both in shipping in machinery & exporting the product of the mines.

Thus it will be seen that some very important railway works have been carried on during the year, & if we are to believe current reports, even more will be accomplished before another crop is harvested.

L.E. & D.R.R. Headquarters.—The illustration on page 79 shows the Lake Erie & Detroit River Ry.'s general offices, station & grounds at Walkerville, Ont. The General Manager & the traffic department occupy the building to the right; the audit office, accounting department, Roadmaster, Engineer, Storekeeper & other officials being located in the building to the left, the central building being the station. These buildings are of brown stone & brick throughout. They are heated by natural gas, lighted by electricity, & contain all modern improvements. In the station grounds is a fountain erected & given to the people of Walkerville by Hiram Walker & Sons, on the occasion of the Queen's jubilee in 1897.

The L.E. & D.R. Railway Subsidy.

In answer to a question by Mr. Robinson, of West Elgin, in the House of Commons recently, the Minister of Railways said:—The Government has entered into a contract with the Lake Erie & Detroit River Ry. for the payment of a subsidy of \$3,200 a mile, on the completion of the Co.'s extension from Ridgeway to St. Thomas. The Government is aware of the fact that, for a limited number of miles the L.E. & D.R.R. extension runs parallel or very nearly to the Michigan Central Ry. This fact was made the subject of discussion in Parliament at the time the subsidy proposal was being passed upon. The Government in the bill providing for this subsidy, reserved the question of the grant for determination, after enquiry by the Railway Committee of the Privy Council, as to whether adequate & efficient running powers should be arranged for by the L.E. & D.R.R. over the M.C.R. An objection was taken in Parliament by gentlemen in opposition to such qualifying clause being introduced, & it was insisted that the grant should be made without any qualification whatever. This view was pressed strongly, & a motion in amend-

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