

New Ontario Railways.

Premier Ross, in speaking at Underwood, recently said: "It might be worth while, in dealing with railway matters, to summarize the results of the last two or three years of railway legislation. First, we shall have running from Port Arthur to the mouth of the Rainy River, in Ontario, a distance of 285 miles, and thence to Winnipeg, 130 miles, a line of railway which will open up extensive iron mines on the north shore of Lake Superior, and lead to the fertile valley of the Rainy River. Second, the road from Sault Ste. Marie to the C.P.R., known as the Algoma Central, a distance of 140 miles, will in all probability be completed in another year. Then a short railway from Bruce Mines to the Copper Mines at Rock Lake, a distance of 13 miles. Then east of that comes the Manitoulin & North Shore Railway, 330 miles, to be completed in five years. Then east of that, from Parry Sound to Sudbury, 90 miles, an important road on which operations will begin this summer, if they have not already begun. Then we have the railway into the Temiscamingue, a distance of 100 miles, of which the surveys are now being made. That gives 953 miles of railway, one half of which is being built without charge to the treasury of a single dollar—the land grant being accepted in lieu of a cash subsidy. You can estimate for yourself the effect which this railway development must have upon New Ontario, upon its gold and silver and copper mines. In old Ontario we have given small subsidies to perfect our railway connection in the east, and which, when fully carried out, will give a continuous connection through Lindsay eastward to Ottawa. The capital required will probably be \$20,000,000, all of which will go to build up our Canadian industries and to give employment chiefly to our own people."

Kincardine Wants More Railways.

The Mayor of Kincardine, Ont., which is situated on Lake Huron, and is the terminus of a G.T.R. branch from Palmerston, recently wrote President Shaughnessy, of the C.P.R., urging connection with that Co.'s system by a line from Teeswater. Mr. Shaughnessy replied that the Co. could not at present consider the building of any extensions except west of Lake Superior.

The Mayor also wrote F. H. Clergue, of Sault Ste. Marie, suggesting the building of a line from Park Head via Port Elgin to Kincardine. In replying Mr. Clergue said: "The conditions seem to make it necessary that the towns on Lake Huron should have a more direct connection with New Ontario, if they are to participate in the profits of the developments now under way. A cursory glance at the map would seem to indicate that a line from Allenford, on the G.T.R., to Southampton, another from Turner, on the G.T.R., to Goderich, would, in conjunction with the G.T.R., afford Goderich, Kincardine, Port Elgin, Southampton, and all the intermediate towns, a line to New Ontario as direct as that enjoyed by the Southern Ontario towns. If a united effort were made by the municipalities interested I think the interest of the Government in the matter might be excited, and the Manitoulin and North Shore Ry. Co. would construct these lines, and doubtless secure such running rights over the G.T.R. as would secure their co-operation in a favorable way. I shall be very glad to co-operate in any way I can to further your interests in the matter, as the region referred to is resourceful in materials and supplies which we very urgently require."

H. Moody, Assistant Secretary of the C.P.R. and Registrar of Transfers, who is stationed in London, Eng., is visiting Canada.

Exploring the Hope Mountains.

The British Columbia Government has decided to definitely ascertain if a practicable route for a railway can be located through the Hope mountains, in order to provide for the construction of a railway from the Pacific coast to the Kootenay district. The Dominion Government engineers in 1872-3 reported against locating the C.P.R. through the Hope mountains on account of the heavy grades and the consequent great cost of construction, maintenance and operation, but there have been those who have argued that a really feasible route could be found through the mountains. The survey now to be made is in charge of Hon. E. Dewdney, C.E., who, while organizing his party, will have an office in the Legislative Buildings, Victoria, and later on will have his headquarters at Hope. Two parties will be sent out, and will be in charge of C. F. Hannington, C.E., and C. E. Perry, C.E. The route proposed to be followed will be up the valley of the Coquihalla river northerly to near the source of the stream on its west side. Crossing the stream at some convenient point the eastern side will be explored, and the summit of the Hope mountains approached about midway between the Coquihalla and Tullameen rivers. After crossing the summit the easiest descent to the valley of the Tullameen will be looked for, which being found, the route will be comparatively easy along the valley of the Tullameen via Granite creek, Princeton and Allerson, to the mouth of the Similkameen river. The crucial point of the survey will be the country between the Coquihalla and the Tullameen, a section called the Coquihalla railway pass. An alternative route will be explored to the south of what is called the Cedar Flat and Roach river route, which follows the course of the South Similkameen river.

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

Windsor St. Station, Montreal.—The improvements being made are considerably advanced, and the conveniences of the new arrangements are being manifested. The new baggage-room is 400 feet long, is floored with concrete, and is equipped with all the conveniences necessary for the rapid handling of baggage. It is on the ground floor of the new wing on Osborne St. Between the new baggage-room and the old platform two new tracks have been laid into the station, so that there will be altogether seven tracks and three entrances to the train platforms, one from the general waiting-room, one from the new ticket office, and the third direct from Osborne St. The old passage from the waiting-room, the express and station-master's office have been demolished, and their sites thrown into the new platform and waiting-rooms. The ladies' waiting-room is to be erected where the station-master's office formerly stood; the restaurant is to be placed in the room now used as a ladies' waiting-room, and a smoking-room is to be built where the news stand now is. The balance of the additional space provided by the re-construction is to be utilized as a general waiting-room and promenade.

Norwood to Apsley.—H. D. Lumsden, of the Co.'s engineering staff, recently went over the proposed route of this projected line in Peterborough County, Ont. (June, pg. 179).

Lake Superior Division.—A locomotive roundhouse is being built at White River, and the roundhouse at Schreiber is being enlarged.

Spur from Webbwood.—The Spanish River Pulp Co.'s spur of between $1\frac{1}{2}$ and $1\frac{3}{4}$ miles, starting from the Sault Ste. Marie branch about 4 miles east of Webbwood, Ont., has been completed. (Nov., 1900, pg. 239).

Port Arthur.—The long standing dispute between the Co. and the McVicar estate at Port Arthur, Ont., is reported to have been settled, and it is said that the station may be moved into town, and other improvements made.

Branch from Raleigh.—A survey party was recently reported to be at work from Raleigh, 167.6 west of Port Arthur, on a branch some 14 miles south, which would, it is said, tap a good timber country.

Winnipeg Hotel.—In an interview at Winnipeg recently the General Manager said he could say nothing as to the Co.'s intentions of building an hotel there. It was, he said, realized that a large new hotel would be most desirable in a growing city like Winnipeg, but while the matter had been discussed, no decision had been reached in regard to the matter by the Co. He thought that when the subway matter was settled the subject might be taken up by the Co.

The Co.'s Divisional Engineer of Construction is A. C. Dennis, of Winnipeg, who is in charge of all construction work in Manitoba and the Northwest Territories, reporting to W. F. Tye, Chief Engineer of Construction, at Montreal.

West Selkirk Branch.—The old portion of this branch, between Winnipeg and West Selkirk, 22.7 miles, has been rebalasted and generally placed in first-class condition, so that good time can be made over it. On July 23 we were informed that the grading on the extension to the west shore of Lake Winnipeg was practically completed and that tracklaying would be started early in August. The terminus is in sec. 34, tp. 17, range 4 west. There is no present intention of extending this branch to Gimli as has been reported. (June, pg. 177.)

The Co.'s land department is spending a considerable sum at Winnipeg beach, the terminus of the extension above referred to. About 300 yards from the station and stores the Co. has erected a large pavilion, 60 ft. by 100 ft., facing the lake, in which is a dining-room, 25 ft. by 50 ft. Six cottages have been built by the Co. on an avenue, 70 ft. wide, running back from the beach, which is $1\frac{1}{2}$ miles in length. The land is laid out in lots, 75 ft. by 150, and is being sold for the erection of summer residences.

Manitoba Branches.—The Co. has arranged with the Manitoba Government for the building of several branch lines and extensions this year. A line is to be built from Forrest on the old Great Northwest Central Ry. westerly 42 miles. The Waskada branch is to be extended westerly from Waskada, 18 miles. The Snowflake branch is to be extended easterly from Snowflake, 10 miles, and the McGregor-Varcoe branch is to be extended westerly from Wellwood, 10 miles. In all 80 miles are to be built, the consideration given by the Government being \$75,000 cash.

Snowflake Branch.—On July 23 we were informed that nothing definite had been decided in regard to the proposed extension of this branch from Snowflake, Man., about 10 miles southeast to or near Mowbray, close to the International boundary, but that it was expected to begin work on the extension in a very short time. This is one of the branches in connection with which arrangements were made with the Co. by the Manitoba Government. (June, pg. 178.)

Waskada Branch.—Construction is proceeding on the extension of this branch for about 18 miles from Waskada. J. G. Hargrave & Co., of Winnipeg, have the contract. (June, pg. 178.)

McGregor-Varcoe Branch.—A survey for the extension of this branch from its present terminus at Wellwood, 26.45 miles from McGregor, was recently made by R. W. Jones,