

The C.P.R. President's Inspection.

Sir Thos. G. Shaughnessy, President, C.P.R., left Montreal, May 31, on his annual tour of inspection of the line to the Pacific coast, travelling most of the way by special train in his private car Manitoba. He was accompanied throughout the greater part of his journey by E. B. Osler, M.P., and W. D. Matthews, Toronto, two of the directors of the Co. At Ottawa Sir Thomas' special was stopped at the Central station by blocks placed on the line by the Canada Atlantic Ry. for the purpose of preventing the C.P.R. using the station for through traffic, which obstacles have since been removed by agreement at the instigation of the Railway Committee of the Privy Council.

At Fort William Sir Thomas confirmed the reports that the new cleaning elevator would be erected at Port Arthur, thus centralizing the cleaning work there. As to other work the Mayor was told that in a few years the elevator capacity at Fort William would be increased to 25,000,000 bush., and that one-tenth of the \$20,000,000 of new stock issued would be expended in new works, and in improving the terminal facilities at that point. Though no definite statement was made, it is understood that a new station will be built at an early date. At Rat Portage the President received a deputation, headed by D. C. Cameron, M.L.A., Mayor, and some representatives of the Board of Trade, asking for the location of a C.P.R. hotel in the town. Several sites were inspected and the growing importance of the town as a tourist center dilated on, and Sir Thomas stated that the matter would be taken into consideration by the directors.

The party reached Winnipeg June 5, and remained there until June 7, during which time Sir Thomas was the guest of Messrs.

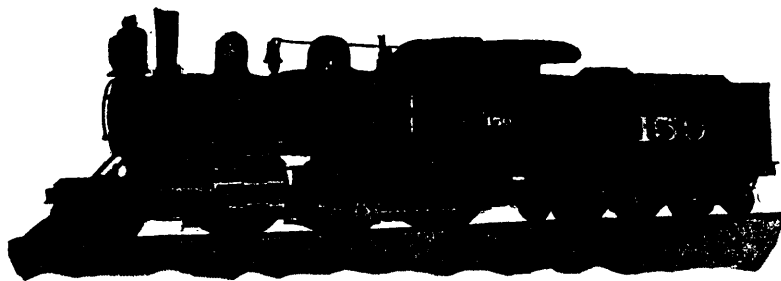
Osler, Hammond & Nanton. A number of deputations were received, the most important being one of citizens which dealt with all matters at issue between the Co. and the city, and Sir Thomas promised to consider all that had been said in regard to the subway and the hotel. W. Whyte and J. W. Leonard would deal with the city officials in reference to all matters in connection with the subway. In an interview Sir Thomas said the Co. was gradually constructing a double track between Fort William and Winnipeg and it would be completed as soon as the country needed it. As to construction of branch lines this year the branches on which work would be done had been announced, and no other work would be started, but there would be 105 miles of track laid on the branch to Pheasant hills from Kirkella. Sir Thomas, when asked, would not say whether it was the intention to carry the line through Battleford to Wetaskiwin, Alta., that was a matter for future consideration, as also was the construction of a line from Medicine Hat to Victoria, N.W., T which had been surveyed. Referring to the irrigation scheme, Sir Thomas said that only survey work would be done this year; G. A. Anderson would be the chief engineer in charge of the work, and it was probable that J. S. Dennis, the N.W.T. Government engineer, would lend his assistance.

Going westward, Sir Thomas was interviewed by deputations at Portage la Prairie and Brandon. At the former place he stated that some necessary improvements would be made at the station, and the question of the railway shops, as well as that in regard to the construction of a line to the southern part of the province, would receive every consideration. The Brandon deputation was told that the Co. would go on with the projected overhead steel bridge between Eighth and Ninth streets at a cost of \$25,000, that the yards

would be arranged to clear First and Eighth streets, and that better facilities for handling freight would be provided. Regina is interested in having freight privileges as a distributing center, and Sir Thomas said he thought it should be accorded the same privileges as Brandon and Calgary. A branch from Regina to Arcola, the deputation was told, would be built within a couple of years.

In British Columbia the President only went over the main line, not being able to visit the Crow's Nest Ry. or the Kootenay branches. At Vancouver, he said there would not be any extensions made in B.C. this season; a branch from Spence's bridge to the Similkameen had been under consideration, but not in a final way, and nothing will be done this year; a new Empress liner was to be built, but the contract was not let; two new steamers were being built, one for the Vancouver-Victoria service and one for the coast service, the Co. being determined to keep up to the needs of the service between Vancouver and the Yukon. After visiting Victoria the party went to Seattle and returned via the Great Northern Ry. to Minot, N.D. From this point to Sault Ste. Marie the party travelled over the Minneapolis, St. Paul and Sault Ste. Marie Ry., a subsidiary of the C.P.R., Sir Thomas making an official inspection. From Sault Ste. Marie the party travelled by C.P.R. steamer to Owen Sound, thence via Toronto, reaching Montreal June 24.

Speaking of the trip, Sir Thomas said he was extremely gratified though not surprised at the progress the country was making; in British Columbia more attention could profitably be given to agriculture, the miners being at present largely dependent on the State of Washington for their supplies. By the end of 1903 there would not be a wooden trestle or a temporary structure on the line between Montreal and Vancouver. The replacing of the



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