

Canadian Northern Ry. Construction.

Port Arthur Easterly.—The survey parties working during the winter had in view the eastern extension of the line, and during their operations covered about 200 miles of country. The parties consisted of: No. 1, F. A. Creighton, J. M. Campbell, J. Congdon and V. S. L. Davis. No. 2, J. P. Chalmers, J. R. Mackenzie, G. W. McMillan, — Gayfer and — Whitney. The office in Port Arthur was in charge of G. B. Hughes. (April, pg. 129.)

Port Arthur Elevators.—The C.N.R. elevators at Port Arthur comprise the wooden elevator built in 1901 and completed early in 1902, having a capacity of 1,500,000 bush., and the new tile tank storage elevator recently completed, with a capacity of 2,200,000 bush., giving a total capacity of 3,700,000. The wooden building is constructed on piles and concrete piers, is 239 ft. long and 157 ft. 6 in. high from foundation to gables. The foundations were built on 4,000 piles, and the structure contains 2,349,000 ft. of lumber. The grain is stored in tanks, having a capacity of 10,000 bush. each, being conveyed from the cars in 10 lofters or legs, each having a capacity of 10,000 bush. an hour, and there are also 10 shipping spouts with an equal capacity. The scales have a capacity of 85,000 lbs. The tile tank storage elevator is adjoining and consists of 80 circular tanks, 21 ft. in diameter and 85 ft. deep, the spaces between the rows of bins, 63 in number, being fitted up as bins. These bins are also erected on pile and concrete foundations. Both structures are worked from the one power house, in which is a 750 h.p. engine. The buildings are supplied with a complete installation of electric light and fire extinguishing apparatus. The tile tank storage elevator is the first of its kind erected in Canada. An illustration of these elevators appeared on pg. 129 of our April issue.

Winnipeg Terminals.—Until arrangements have been completed with the city council in regard to the projected closing of Broadway, between Main st. and the Red river, nothing

definite is likely to be arranged for the construction of the proposed new station and hotel. Plans have been prepared for both station and hotel, to be erected on the southeast corner of Broadway and Main st., in Fort Garry park, recently purchased from the Hudson's Bay Co. (April, pg. 129.)

Construction in 1903.—W. Mackenzie, President, recently stated that 40,000 tons of rails had been contracted for, for delivery this season, and that this quantity was sufficient to lay 400 miles of track. It is estimated that between 600 and 700 miles of line will be constructed during the year. The principal mileage will be the extension of the main line from Grand View, Man., Battleford, Sask., being the point it is expected to reach. It is also intended to complete 70 miles of the extension from Erwood to Melfort, Sask., and possibly further on towards Prince Albert, Sask., and construct a considerable proportion of the mileage which the Western Extension Co. has agreed with the Manitoba Government to construct this year. By arrangement with the Government the company may be granted an extension of time to complete these lines.

Emerson Branch.—Construction is expected to be proceeded with on this branch this year. The company is under agreement with the Manitoba Government to extend it to 20 miles east of Emerson this season, and

it is intended ultimately to carry it to a junction with the main line near Vassar or Sprague. (April, pg. 129.)

Greenway Southwesterly.—This branch, 40 miles southwesterly from Greenway, on the Morris-Brandon branch, is expected to be proceeded with, and will probably be completed this year. (April, pg. 129.)

Hartney to Virden.—Construction on the continuation of the Hartney extension of the Morris-Brandon branch, is expected to be proceeded with this season. (April, pg. 129.)

Portage la Prairie Southwesterly.—The construction of this branch, for which the Manitoba Legislature has guaranteed bonds to the extent of \$10,000 a mile for 40 miles, is expected to be gone on with this year. (April, pg. 131.)

Carberry to Neepawa.—It is expected that this 20 mile branch, connecting the Neepawa branch with Carberry, will be constructed this year. (April, pg. 131.)

Rosburn Branch.—The 65 miles necessary to complete the 80 miles from Rosburn Jct. to the western boundary of the province, is expected to be completed this year. (April, pg. 131.)

McCreary Branch.—Grading is expected to be completed on this branch to McCreary station on the line to Erwood, and track to be laid at an early date. (April, pg. 131.)

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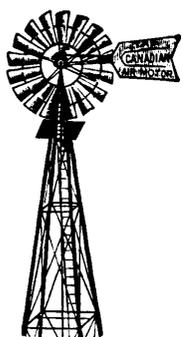


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