

CANADIAN
NORTHERN
RAILWAY
DEVELOPMENT

1905—1906

Sudbrey Mines branch (Aug., pg. 351.)
 James Bay Ry.—The Board of Railway
 Commissioners has approved of sites for sta-
 tions at the following points: Duncan (York
 Mills), mileage 10 from Toronto; Richmond
 Hill, mileage 20; Gormley, mileage 25.75;
 Sandorf, mileage 30; Pine Orchard, mile-
 age 35; Mount Albert, mileage 40; Zephyr,
 mileage 44; Pefferlaw, mileage 54.75.
 A contract for the grading from Parry
 Sound to French River, Ont., about 70
 miles, has been let to Angus Sinclair, and
 is expected to do the work as far as the
 Magnetawan River this year. The North-
 on Construction Co. has the contract for
 the grading from the French River to Sud-
 bury. The contract for the tracklaying
 from Parry Sound to Sudbury has been let
 to Angus Sinclair. (Aug., pg. 351.)
 Klondike Mines Ry.—A mortgage deed to

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September 1905

after placing, cars are ordered to another siding on the same road to complete loading or unloading by the same shipper, or the same consignee, and no switching or re-igning charge is made, the free allowance will be computed from the original placing, the time occupied in replacing the car.

If a car is reshipped or reconsigned, the original consignee shall pay \$1 per car per day or part thereof, for all time in excess of the period allowed by these rules, so that 48 hours' free time may remain to the party making delivery.

Should a switching road give notice that it is unable to receive cars for private sidings, owing to conditions for which shippers or consignees are responsible, then any railway having cars for such consignees must so advise them. Car service will accrue until the cars are accepted by the switching road, and will be collected by the railway which is handling them.

Cars held in transit for inspection, cleaning, bagging, completion or change of load, change of destination, etc., and detained over the time allowed for such purpose, will be subject to car service charges, which must be billed forward as directed by the accounting department. If such shipments are transferred to other cars, the car service charge will follow on the cars to which transfer is made. The forwarding agent, or in the case of change of destination, the agent by whom arranged, must make the following notation on the bill of lading: "Subject to car service charges at". The amount must also be inserted in the "back charges" column of the bill of lading, when practicable.

So-called industrial, logging or private roads handling cars for themselves or other parties, must be charged car service on all cars delivered to them from the time placed upon the interchange tracks until returned thereto, allowance being made for the time necessary to perform the switching service (not to exceed 24 hours), in addition to the free time herein authorized.

Cars must not be held short of the destination for the purpose of evading these rules. Loaded cars held back for cause must be reported to the Manager.

When cars are delayed or refused by consignees because of alleged incorrectness in the railway weights or charges, car service must be collected if charges or weights are found to be correct.

Agents must in all cases collect car service charges as soon as accrued. Should payment be refused, agents will withhold delivery, either by sealing or locking car, or placing where it will not be accessible.

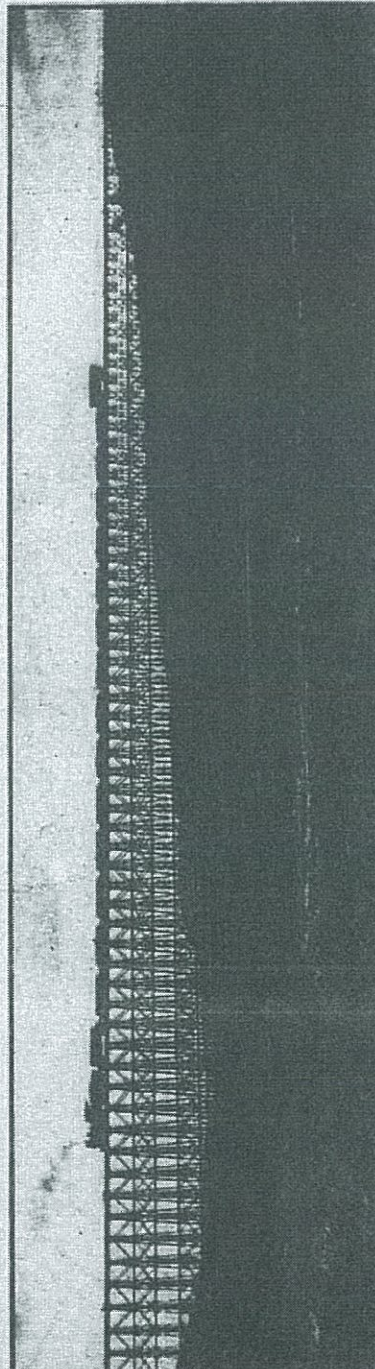
When the contents of a car are apparently worth the combined freight and car service charges, and consignee fails to take delivery, the agent must wire the Manager for instructions.

All complaints, disputes and uncertainties which may arise under these rules must be referred at once to the Manager. The Manager may reduce or cancel the charges should he consider that the circumstances justify such action.

Claims should be filed with the Manager, and must be accompanied by the re-

Canadian Northern Ry. Construction.

The Dominion Parliament at its recent session passed an Act granting an extension of time for the construction of this line, and



[from the Western Home Monthly, Winnipeg.]
THE CANADIAN NORTHERN RY. CROSSING OF THE SOUTH SASKATCHEWAN RIVER AT CLARK'S CROSSING, SASK.

from Regina to Humboldt, thence to Pas Misson, Sask.; from near Humboldt, Sask., to the Prince Albert branch at the crossing of the Saskatchewan River, and from west of Battleford into Battleford, Sask. During the discussion of the bill of the James Bay Ry. in the Senate Committee, W. H. Moore, Secretary C.N.R., said the James Bay Ry. would be a part of the C.N.R. The company had acquired the Great Northern Ry. of Canada, and the J.B.R. was a link which would connect the C.N.R. with the G.N.R.

The work of tracklaying on the main line is being pushed, and it is expected that the track will be laid into Edmonton, Alta., by the end of the season. The grading gangs expected to get into Fort Saskatchewan by Aug. 30, and hope to get into Edmonton by the middle of Sept. The steel was reported to be laid some miles west of Lloydminster, and trains had been run to that place. Tenders have been asked for the construction of a station and 16-stall round-house at Edmonton. The station building will be of brick and stone, two storeys in height, and 138 ft. by 33 ft.

On branch lines a considerable addition to the mileage will be put in operation this fall. This will include the Wakopa extension, the Rosburn extension, the Brandon short line, the Prince Albert line, and the extension from Hartney to Virden, providing the company receive permission to cross the Canadian Pacific at Hartney in time.

The company's main line crosses the South Saskatchewan River at Clark's Crossing, 485 miles west of Winnipeg, by a bridge with trestlework approaches, of which an illustration is given on this page. The superstructure consists of six 180 ft. pin-connected deck spans designed for a live load of two 300,000 lb. consolidation engines followed by a train load of 4,200 lbs. per lineal foot. The piers and abutments are built of concrete, the former being faced with heavy steel plate, and otherwise constructed to resist the heavy ice rush. The height from low water to top of pier is 50 ft. and to rail 87 ft. The east trestle approach is 415 ft. long and west approach 135, the total length of structure being 1,630 ft. A temporary bridge to carry trains, and steel superstructure was also constructed, the material for same being shipped to Saskatoon via the C.P.R. and floated down the river to the bridge site, so that track-laying was not delayed on reaching the structure. All the steel work was handled by a derrick car, a traveller not being used. The total quantities of material used in work were as follows:—5,400 cu. yds. concrete; 995 tons steel; 40 tons iron; 925,000 B.M. timber; 76,000 lin. ft. piling. The piers, approaches, etc., were built by the company, and the superstructure by the Canadian Bridge Co., Walkerville, Ont. The steel work spans the river at high watermark.

An Order-in-Council has been passed by the Dominion Government making it clear that the bounty on steel manufactures does not apply to steel rails. The order was passed after the Algoma Steel Co. had successfully claimed the bounty on 60,000 tons of rails.

September 1905

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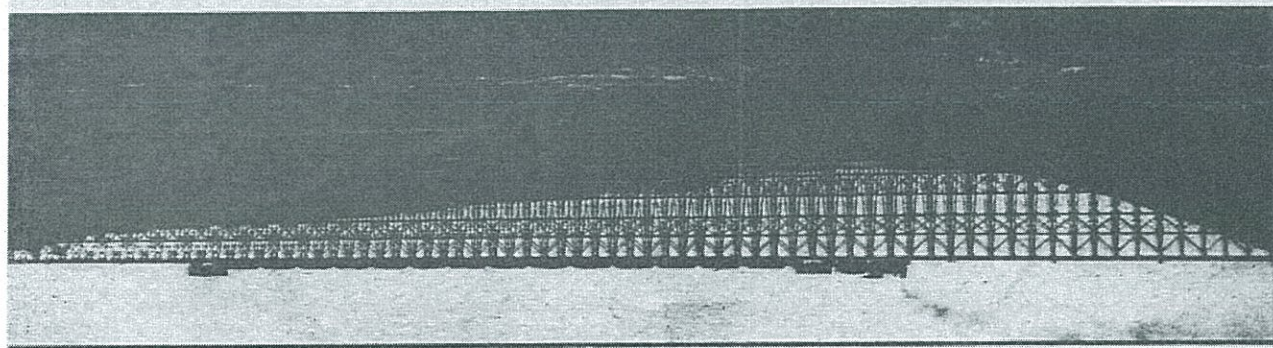
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Claims should be filed with the Manager and must be accompanied by the receipted bills for the amounts paid.

The Railway Commission has expressed opinion that any rules which may be applied should, as far as circumstances permit, be of uniform application throughout Canada. The Board has arranged to hold meetings at Fort William, Sept. 7; Winnipeg, Sept. 11; and New Westminster, Sept. 10. Representations will be heard with respect to the allowance of charges for car service and the rules governing them.

The address of the English office of the Atlantic, Quebec and Western Ry. has been changed to 87 Strand, London, W.C.

CANADIAN NORTHERN RY.'S CROSSING OF THE SOUTH SASKATCHEWAN RIVER AT CLARK'S CROSSING, SASK. (From the Western Home)



authorizing the laying out of the following additional lines: from Regina to Red Deer River, Alta., with a branch west of the Saskatchewan River, northerly to near township 45, range 4, west of the third meridian.

the end of the season, the grading gangs expected to get into Fort Saskatchewan by Aug. 30, and hope to get into Edmonton by the middle of Sept. The steel was reported to be laid some miles west of Lloydminster, and trains had been run to that place. Engineers have been asked for the construction of a station and 10-stall round-house at Edmonton. The station building will be of brick and stone, two storeys in height, and 138 ft. by 33 ft.

On branch lines a considerable addition to the mileage will be put in operation this fall. This will include the Wukopai extension, the Rosshorn extension, the Brandon short line, the Prince Albert line, and the extension from Hartney to Virden, providing the company receive permission to cross the Canadian Pacific at Hartney in time.

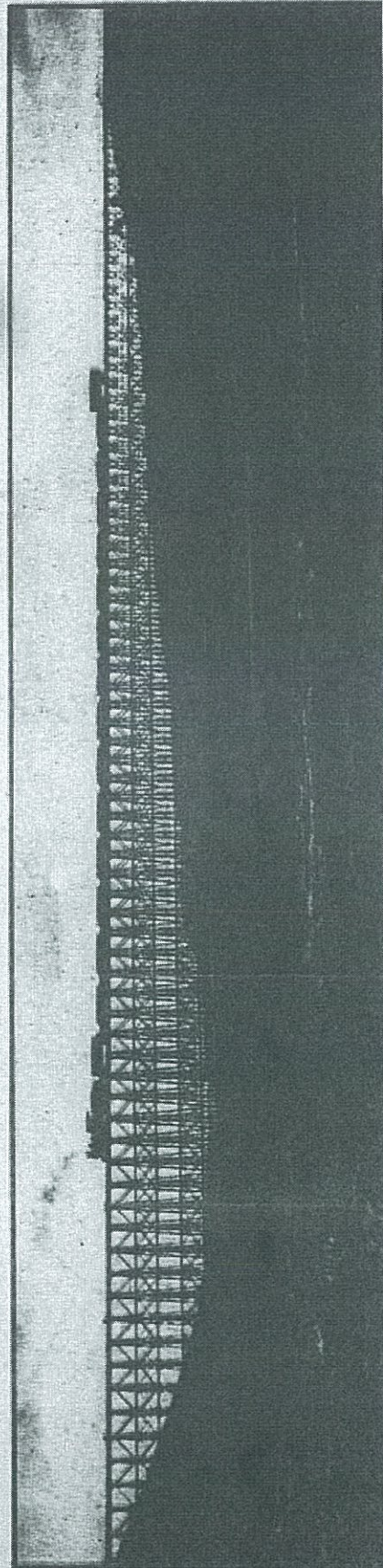
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The Superintendent of Transportation, C.P.R. Western Lines, has issued the following notice to conductors, yardmasters and others concerned:—"When freight trains consist of dead freight and live stock, the cars containing the stock must be placed and hauled behind those containing dead freight, and when there are shipments of horses and cattle on a train, the cars containing the horses must be placed and hauled behind those containing the cattle. Of course, it is not intended that these instructions will interfere with those in effect about cars not equipped with air being placed immediately ahead of the van."

Canadian Northern Ry. Construction.

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[From the Western Home Monthly, Winnipeg.]

CANADIAN NORTHERN RY.'S CROSSING OF THE SOUTH SASKATCHEWAN RIVER AT CLARK'S CROSSING, SASK.

September 1905

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[From the Western Home Monthly, Winnipeg.]

CLARK'S CROSSING OF THE SOUTH SASKATCHEWAN RIVER AT CLARK'S CROSSING, SASK.

September
1905

some years. W. A. Trueman, Albert, N.B., is Secretary.

Atlantic and Lake Superior Ry.—The Court of Exchequer has given judgment in the application of this company for approval of a scheme of arrangement with its creditors. The court holds that the scheme cannot be confirmed, the line being in possession of the bondholders who are operating it. It was further declared that the court could not see its way to hand over the line and its appurtenances to the company in view of the manner in which it had administered its affairs heretofore.

An action has been entered by P. J. Galindez & Co., London, Eng., against the company to recover \$336,054, which they had invested in its bonds, etc. The plaintiffs state that they endeavored to make an arrangement with the company's creditors, but had failed; they now sought to recover the money they had invested.

September 1905

crete at Nanaimo, N.S.

James Bay Ry.—According to a decision of the Ontario Government the route on the east side of Lake Couchiching has been approved. The Premier recently stated that the original plan was to construct the line on this side of the lake, and it would appear that the proposal to change the route so as to touch Orillia was sanctioned by the late Government a few days before the elections. It was now suggested that the Government grant a bonus to construct the line round the west side of the lake as a loop line, but the Government, in view of its present policy in regard to railways, felt itself unable to extend the guarantee. (Sept., pg. 407.)

The following are the sub-contractors on the grade between Toronto and Mount Albert under the general contractors, the Northern Construction Co.:—H. Allan, Don, mileage 4 to 5; Chapman, Kettle and Sarvis, Thornhill, mileage 12 to 16; D. McKellar, Richmond Hill, mileage 16 to 18; S. H. O'Connor, Elgin Mills, mileage 18 to 20; O. D. Brooks & Co., Gormley, mileage 21 to 24; McLean & McDonald, Vaudorf, mileage 24 to 32; McDonald Bros., Mount Albert, mileage 32 to 38. The sub-contractors between Mount Albert and Washago are: A. F. Mackenzie, Beaverton; Trumble & Tisdale, Beaverton; McLean & Webster, Brechin; P. J. McDonald, Beaverton; McPhee Bros., Washago. The contractors for the cement work are Doyle, McLean & Webster, Don.

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October 1903

Canadian Northern Ry. Construction.

Winnipeg Hotel and Station.—W. Mackenzie, President, recently stated in Winnipeg that the company had prepared plans for a building to comprise hotel, station and general office building to cost about \$2,500,000. He also stated that negotiations were pending with other companies to join in the enterprise, but nothing definite has been decided.

Winnipeg Terminals.—At the sitting of the Railway Commissioners at Winnipeg, Sept. 14, the company made application to expropriate a large area of land, and to close up nine streets at Fort Rouge for terminal purposes.

Oak Point Branch.—A contract has been let to Jas. Cowan for the grading of a piece of line to connect the branch to Oak Point, with the main line at St. Charles, Man. The line will start at the point where the branch intersects the C.P.R., and will run through St. James, just outside the city limits, crossing over the Assiniboine River, and through St. Charles to the C.N.R. main line, connection being made therewith a short distance west of Fort Whyte.

Hartney to Regina.—The construction of the line from Hartney to the westerly boundary of the Province, is to be completed this season, and contractors are pushing ahead with the work. It is stated that the inten-

October 1905

a tion of the company is to extend the line to
y Regina, Sask.

k **Grand View Extension.**—Grading has been
y completed into Edmonton and to a junction
e with the short piece of line constructed by
f the Edmonton, Yukon and Pacific Ry., from
d Strathcona into Edmonton. The tracklay-
i- ing was expected to be completed by the
h. end of Sept.

October 1905

Nov., 1905.]

THE RAIL

Canadian Northern Ry. Construction.

Track was expected to be laid to Fort Saskatchewan, Alta., by the end of Oct., and into Edmonton early in Nov. The bridge at Fort Saskatchewan was expected to be ready by the end of Oct., and about a week's work on tracklaying would take the rails into the town. The bridge, however, is only a temporary one, the permanent bridge not being expected to be completed until the spring. It will be a double-decked bridge, the lower deck being used for general traffic and the upper deck for trains. The contractors for the substructure, May, Sharpe & Co., will build three concrete piers each about 60 ft. in height, and two abutments. The steel superstructure will be placed by the company's bridge gang. The work is to be completed in Mar., 1906. Rapid progress has been made on the roundhouse and station at Edmonton, and it is expected to have them completed by the end of the year.

A branch is under construction to Morinville, Alta., and it is expected to get 25 miles of grading westerly through Stony Plains done this season.

At a point about six miles of Battleford, on the line to Edmonton, the company is constructing a large bridge to replace the temporary structure now used. It is expected that the bridge will be completed by Jan. 1, 1906.

W. Mackenzie, President, has completed a trip of inspection over the line, driving into Edmonton, Oct. 6, over the 60 miles of grade then practically ready for the rails.

National Transcontinental Railway.

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November
1905

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(Oct., pg. 459).

James Bay Ry.—The Board of Railway Commissioners at its Toronto sittings, Nov. 7, gave consideration to the question of the entrance of the J. B. Ry. into Toronto. The matter came up on the application of the C.P.R. for permission to double track its line in Toronto from Winchester St. bridge to Parliament St., to which the J. B. Ry. objected. The J. B. Ry. has asked for 14 ft. of railway reserve adjoining the roadway on the west bank of the Don River for its entrance into the city. The city council opposes the application on the ground that there are already a sufficient number of tracks in the Don valley, and asks that the Commission shall direct the J. B. Ry. to use the old Belt Line tracks to Queen St., and that running rights be given over existing lines from that point. The matters were fully argued and decisions reversed.

We were recently informed that about 70% of the grading has been completed between Toronto and Beaverton; the work between Beaverton and a point four miles south of Severn River, has been held up on account of the negotiations with Orillia as to whether the line should be carried round the east or west side of Lake Couchiching; and the grading has been practically completed from four miles south of the Severn River into Parry Sound. It is expected to complete the grading and bridging between Toronto and Beaverton, and possibly that between Beaverton and four miles south of Severn River this year. When advised track had been laid for 28 miles south from Parry Sound and eight miles south from Beaverton, and it is expected to lay the track from Toronto to end of the track south of Beaverton this year, and also to complete the track as far south from Parry Sound as Severn River. A station has been built at Parry Sound, and stations are being built at Barnsdale and Beaverton. This work is being done by the company. At Parry Sound a dock has been constructed about 800 ft. by 50 ft., with double depressed tracks alongside it. The divisional point will be at Parry Sound, and an eight stall roundhouse, with machine shop 90 by 40 ft., will be constructed. The bridge across the Seguin River consists of three spans of 75 ft. each, and two of 30 ft. each. A swing bridge has been constructed over the outlet of Muskoka Lake at Bala. North from Parry Sound six miles of grading have been completed and it is expected to finish an additional 10 miles of grading this year. Grading is also going on north of the French River for 20 miles. Tracklaying has been started north of Parry Sound, and it is expected to lay about 15 miles this year. S. H. Sykes, Parry Sound, is in charge of construction. A survey is being made from a point on the line near Parry Sound to Ottawa, to which point the company has power to construct a line. (Oct., pg. 459.)

Killarney to Hutton Township.—A line of railway will be constructed immediately from Killarney, on the shores of Lake Huron, to

construct southerly the bound approved get thro' minal of be furth Manitoul all proba Ry., nov to Sudbu main line being su from nea Hutton is also p

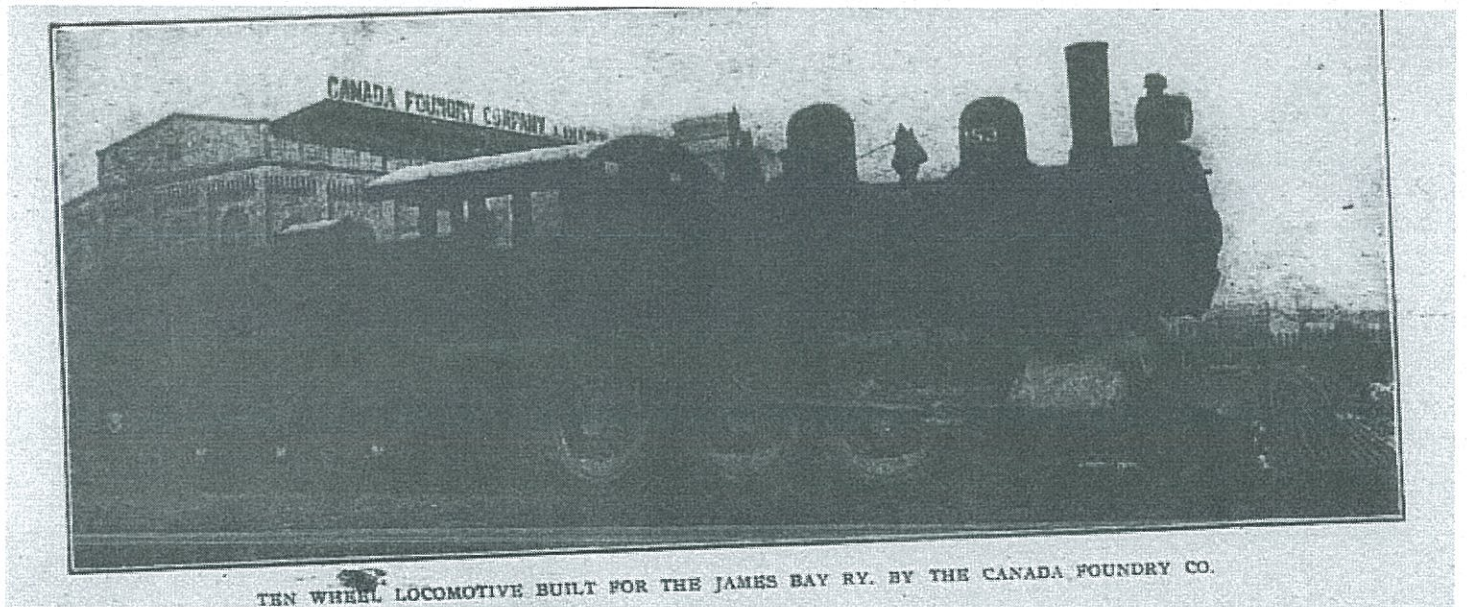
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December
1905



TEN WHEEL LOCOMOTIVE BUILT FOR THE JAMES BAY RY. BY THE CANADA FOUNDRY CO.

December 1905

and Western Ry., in Wright county, Que. (Dec., 1905, pg. 503.)

James Bay Ry.—The question of the crossing of a G.T.R. siding in the Don Valley was the occasion of some little conflict between gangs of men employed by the two companies recently. The J. B. Ry. men got their track laid successfully, but the matter was taken before the Courts by the G.T.R.

We have been advised that the grading, excepting bits aggregating less than a mile in the Don valley, and three or four miles between Beaverton and Washago, has been completed to six miles north of Parry Sound, Ont. Beyond this, up to the crossing of the C.P.R. near Sudbury, grading is being proceeded with. About 2,000 men are employed on the different sections, the total mileage being about 250 miles. From six miles north of Parry Sound south to the crossing of the Severn River, about 54 miles, track has been laid, about one-half being ballasted, and the steel bridges in. Track is laid from Beaverton south for 42 miles, that is to about 23 miles north of Toronto. Stations have been built at Parry Sound, Barnsdale, Foote's Bay, Beaverton, Pefferlaw and Mont Albert. It is expected to have the line between Toronto and Parry Sound in operation early in the summer, and to have it completed to Sudbury this year. The materials, as far as at present possible, have all been provided. The fencing and the construction of the telegraph line is being carried on along with the tracklaying. (Dec., 1905, pg. 565.)

Kettle Valley Lines.—The Dominion Par-

MARCH 1906

The Canadian Freight Association has submitted for the consideration of the Board of Railway Commissioners proposed changes in and additions to the Canadian Freight Classification, which it is proposed to issue as supplement 6.

Canadian Northern Ry. Construction.

If it be decided to build the new terminal, offices, etc., on the site of the present offices in Winnipeg, the C.N.R. officials will vacate their present quarters in the spring, and will locate in rented offices in the Scott Block and in the Canadian General Electric Co.'s building. The erection of the new building will be the most important of the company's operations in Winnipeg during the current year. With the completion of the main line to Edmonton, Alta., and the extension of what was at one time regarded as the main line from Melfort to Prince Albert, Sask., W. Mackenzie, the President, recently announced that the company would devote its attention to branch line construction and the development of the territory through which the main line runs. Steel was laid into Prince Albert from Melfort, Jan. 26, and a yard has been laid out there. A temporary bridge has been constructed across the river, and the permanent bridge, the floor of which is 90 ft. above the level of the river, is about completed. Ballasting and other work is being gone on with, and a regular train service is expected to be placed in operation early in the spring.

The new construction arranged for, or projected for, the current season, includes a start on the branch from near Erwood, Sask., towards Hudson Bay, the contract for which is reported to have been let to James Cowan, of Kirkfield, Ont. Engineers have been in the field locating this line since Nov., 1905, and a large number of teams have been engaged since early in Jan. hauling camp equipment and supplies from Erwood northerly. Another branch line upon which work will be gone on with during the season will be an extension of the branch from Swan River. This is a line midway between the main line and the Prince Albert branch, and will open up a very fertile stretch of country.

C. D. D. Western Officials' Conference.

MARCH
1906

APR., 1906]

THE

Canadian Northern Railway Construction. C.

Additional land and buildings have been secured fronting Toronto and Court streets, Toronto, in the rear of the present office building at the corner of King and Toronto streets, for office purposes. The present office building is already overcrowded with the staffs of the C.N. Ry., and the other lines under construction for Mackenzie, Mann & Co.'s systems, and the offices of some of these will be transferred to the newly acquired property.

A large purchase of land has been made in the east end of Toronto, for railway terminals for the Mackenzie, Mann & Co.'s line, which will enter the city by the James Bay Ry., now under construction. The property acquired is in the area bounded by Front St., Eastern Ave., Cherry St. and Trinity St. Upon the site the company will erect a large freight shed with the necessary yards. Some other interests are reported to be associated with the purchase, and it is said that this company proposes to erect workmen's dwellings on its portion.

April 1906

and 4, relating to the
Dominion Railway Act.

The Canadian Northern Ry. time table, which came into effect April 1, shows 2,488.5 miles in operation, against 2,406.7 miles in Dec., 1905, an increase of 81.8 miles. In district 2 there is an increase of 0.6 miles due to re-measurements. District 3 has been increased from 763.7 to 940.8 miles, the portion of the line from Gilbert Plains Jct., Man., to Kamsack, Sask., 94.8 miles, having been transferred from district 4; the extension from Melfort to Prince Albert, Sask., 62.0 miles, and 20.1 miles of the Thunderhill branch having been taken over by the operating department. District 4 includes the 548.3 miles from Kamsack, Sask., to Edmonton, Alta.

MAY 1906

MAY, 1906]

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way from Morrissey, B.C., through the Crow's Nest Pass to Hillcrest Jct., Alta., thence to Cardston, with branch lines to Pincher Creek, and to the coal deposits in tp. 5, range 1, w. 5th p.m.; and also from some point of the proposed line to Little Kootenay Lakes. The notice is dated at Ottawa, and is signed by C. P. Hill, agent for the company.

Intercolonial Ry.—A deputation from Moncton, N.B., waited on the Minister of Railways respecting the rebuilding of the I.C.R. shops at that point. The Minister has stated all along that the shops would be rebuilt at Moncton, and it is understood that he informed the deputation that the interest of the line would be best served by erecting the new shops on a fresh site which will be found within the limits of Moncton. It is stated that the buildings contemplated and their equipment will cost over \$1,000,000, for which there is about \$500,000 at present available. The plans for the new works are in course of preparation. W. A. Bowden, formerly with the Locomotive and Machine Co. of Montreal, has been appointed Designing Engineer to the Department of Railways, and his work will include the new shops at Moncton. (Dec., 1905, pg. 565.)

The James Bay Ry. is applying at the current session of the Dominion Parliament for an act authorizing it to construct branch lines from points on its line to Key Inlet, and to a point in Hutton township, thence northerly to a junction with the Eastern Division of the G.T. Pacific Ry. (April, pg. 193.)

Kettle Valley Lines.—A by-law has been

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heads, and Westinghouse air brakes.

Mackenzie, Mann & Co. have placed an order with the American Palace Car Co. for the construction of four palace cars for the James Bay Ry. and the Halifax and South-Western Ry. The cars, which will be built in the U.S., are to be of the combined sleeping, parlor and dining car type similar to the Columbia, which recently completed an exhibition trip through Canada. The cars are to be 72 ft. 6 in. over end sills, and will be operated by the railway company. They are to be delivered Aug. 1.

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THE RAILWAY AND MARINE WORLD

Canadian Northern Railway Construction.

Two railway projects in the State of Minnesota are being prosecuted, having for their object a connection with the C.N. Ry. The first of these, the Duluth, Rainy Lake and Winnipeg Ry., is under contract to the shores of Rainy River, at Koochiching, Minn., from which point it is proposed to construct a railway and general traffic bridge to connect with Fort Frances, Ont. A charter for this bridge has been obtained in Minnesota, and the Dominion Parliament is being asked for a charter for the construction of the half of the bridge and connections north of the International boundary. The title of the proposed bridge company is the Minnesota-Canadian Bridge Co., and the incorporators are representatives of the C.N. Ry., and the D., R.L. and W. Ry. The Canadian end of the bridge will be at Pither's Point, Ont., and it will be connected by a short line with the C.N. Ry. station and yards in Fort Frances, where the terminals will be located. Tenders have been invited for the bridge construction, and it is hoped to have it and the connecting lines completed by Dec. 31. It is proposed to run two trains a day between Duluth, Minn., and Fort Frances, through sleepers being run to Winnipeg and Port Arthur in connection with the C.N. Ry. through trains.

R. H. Hall, a Hudson's Bay Co.'s factor, who returned to Winnipeg April 11 from Fort Churchill, reported that he met a C.N.R. survey party engaged in location work near the watershed of the Churchill River. At that time the survey party had travelled over 400 miles by dog train. Reports from Winnipeg state that construction has been started from the line near Erwood, Sask., northerly, by Jas. Cowan, who has a large outfit on the ground.

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bonus asked for. (May, pg. 271.)

James Bay Ry.—Tracklaying on this line between Toronto and Beaverton was completed May 17, the last spike being driven in the bridge over the Don Valley. Ballasting has been completed from Parry Sound southerly to Vandorf, which is 25 miles north of Toronto, and is now being pushed forward as fast as possible. It is expected that the line will be opened for traffic in July. On the section north from Parry Sound construction is in progress to French River, and a contract has been let to McCoy and Wilford for grading about 20 miles northerly from the proposed crossing of the C.P.R. near Wabnapitac, Ont. Plans have been filed at Ottawa showing location of the entrance from the Don Valley to the waterfront at Toronto, and for the line from Georgian Bay to Ottawa. (May, pg. 255.)

—An order-in-council

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Canadian Northern Railway Construction.

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Atikokan Branch.—A branch 5 miles in length is nearly completed from near Hematite, Ont., 131.6 miles west of Port Arthur, for the purpose of tapping the Atikokan Iron range. The branch is expected to be completed during the summer. The mine is equipped with machinery, and will be in a position to deliver ore for conveyance to Port Arthur, where the smelter is situated, as soon as the branch is completed.

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Winnipeg.—In connection with the company's plans at and around Winnipeg, the Railway Commission has approved of the expropriation of certain lands in the parish of St. Boniface, for the purpose of its railway, and in connection therewith to divert a portion of the Pembina highway. The negotiations in connection with the establishment of a union station for the C.N.Ry. and the G.T. Pacific Ry. are still progressing.

Emerson to Vassar.—The branch line which was completed from Emerson to Ridgeville, Man., 9.9 miles, in 1904, is being carried through to Vassar, on the main line between Port Arthur and Winnipeg, 3544.

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1906

miles west of Port Arthur. The line will be about 60 miles long, and will enable the C.N.R. to carry grain from Southern Manitoba to Port Arthur, without taking it round by Winnipeg, thereby effecting a considerable saving in haulage. Construction is well advanced.

Hartney to Regina.—The Hartney section, which extends to Virden, Man., it is understood is to be extended to Regina, Sask., at an early date. The company's right-of-way agent arrived in Regina, June 4, having been engaged in purchasing land for the right of way between the two points. A number of transfers of property in the southwestern part of Regina were subsequently made. The Regina Board of Trade has been urging the Saskatchewan Government to arrange for the guarantee of bonds of the line so that construction may be proceeded with this summer. In connection with this branch the C.N.R. has obtained the approval of the Railway Commissioners for a line from Brandon to the Virden-Regina line at sec. 10, tp. 9, r. 28, w.p.m., 58.5 miles. This line would connect up the line recently completed from Portage la Prairie to Brandon, with the Morris-Brandon branch, near Virden, Man.

Portage la Prairie southerly.—At a meeting of the Local Board of Trade held May 24, it was announced that the C.N.R. had decided at an early date to start the construction of a line from Portage la Prairie southerly to connect with its Morris-Brandon branch, south and east of Carman, and that it had been arranged that Portage la Prairie was to be made a divisional point. The projected line will be about 80 miles in length. It is said that the C.N.R. has expressed a desire to construct a line from Morris easterly to a junction with its Port Arthur-Winnipeg line, if the Provincial Government would build a bridge across the Red River at Morris. The construction of this piece of line—about 100 miles in length—would materially shorten the distance between Portage la Prairie and Port Arthur, and in connection with the lines westerly from Morris—constructed and projected—would give a direct connection from Port Arthur, Ont., to Regina, Sask., passing through Southern Manitoba.

Delta Branch.—A branch line from Portage la Prairie at present terminates at Delta, on the southern shore of Lake Manitoba, 14.8 miles. It is said that this is to be extended along the west shore of the lake to a junction with the projected extension of the Oak Point branch to Dauphin across the Narrows of the lake.

Rosburn Section.—A branch line is in operation from Rosburn Jct. to Rosburn, Man., 78.7 miles, and it is said that it is in-

its construction. The original company was the Winnipeg and Hudson's Bay Ry. and Steamship Co., the title of which was subsequently changed to the Winnipeg Great Northern Ry., and some agreements were made with the Lake Manitoba Ry. and Canal Co., respecting the transfer of a portion of the subsidy. Under these charters, some mileage was constructed and is now owned and operated by the Canadian Northern Ry. Part of this mileage is the Oak Point branch, 53.6 miles, which is part of the line as originally planned. It is said that this line is to be continued northerly from Oak Point to the Narrows of Lake Winnipeg, crossing there and joining the present main line at Dauphin, a distance of about 200 miles.

Prince Albert line.—A regular train service is being operated to Prince Albert, Sask., 360.5 miles from Gilbert Plains Jct., Man. It is said to be intended to carry this line further west, so as to connect with the Edmonton line, a few miles east of Battleford. This means the construction of 150 miles of line, but it is not likely that there will be any work done for some time.

Prince Albert to Battleford and Edmonton.—A recent article in the Toronto Globe contained the following paragraph in an article dealing with railway projects, etc., in the prairie country: "There is a charter for a railway running from Prince Albert to Battleford and Edmonton, on the south side of the Saskatchewan, and it is surmised that the C.N.R. is at the back of the enterprise; about 375 miles."

Branch to Saskatoon.—A branch line of about 17 miles has been projected from a point on the Edmonton line into Saskatoon, Sask.

Branches from Edmonton.—A branch line is being graded from Edmonton, Alta., to Lac St. Anne, a distance of about 50 miles, and Edmonton reports June 1, stated that the grading had been completed for 32 miles.

Grading is also in progress on what is described as the Manville branch. A large bridge is under construction over the Sturgeon River near St. Albert. Edmonton reports state that the steel laying gangs were expected to start work on these branches early in July.

National Transcontinental Railway.

In the House of Commons, June 12, the Minister of Railways made some explanations in regard to the vote for \$110,000,000 which was asked for the construction of the line from Moncton, N.B., to Winnipeg, Man. The Commissioners for construction were in a position to ask the Government to approve

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Rosburn Section.—A branch line is in operation from Rosburn Jct. to Rosburn, Man., 78.7 miles, and it is said that it is intended to extend this line to Kamsack, Sask., on the Edmonton line, a distance of 100 miles.

Swan River Branch.—Construction has been going on since 1904 on a branch from Thunder Hill Jct., 96.6 miles from Gilbert Plains Jct. This branch is being operated for 20.1 miles, and grading has been done for some further distance. This branch, it is understood, is to be extended to Battleford. It will therefore run about midway between the Gilbert Plains-Edmonton line, and the Prince Albert line.

Hudson Bay Line.—The location plans for the construction of a line from Etoimami, Sask., 200.6 miles from Gilbert Plains Jct., to the Pas Mission, Sask., and Keewatin, 89.1 miles, have been approved by the Railway Commissioners. Grading has been going on for some months on this line, James Cowan being the contractor. Survey work is being prosecuted between Pas Mission and Hudson Bay. Some years ago the Dominion Government made a grant of 12,800 acres of land a mile for the construction of such a line, and a charter was granted to a company for

is being operated to Prince Albert, Sask., 360.5 miles from Gilbert Plains Jct., Man. It is said to be intended to carry this line further west, so as to connect with the Edmonton line, a few miles east of Battleford. This means the construction of 150 miles of line, but it is not likely that there will be any work done for some time.

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National Transcontinental Railway.

In the House of Commons, June 12, the Minister of Railways made some explanations in regard to the vote for \$110,000,000 which was asked for the construction of the line from Moncton, N.B., to Winnipeg, Man. The Commissioners for construction were in a position to ask the Government to approve of the route from Moncton to Miramichi, or from Moncton to Nashwaak, whenever the back route or the river route should be decided upon. An order-in-council would then be passed approving of the whole route and the line from Moncton to Quebec would be put under contract. It was expected to have this section completed as soon as the Quebec-Winnipeg section. The preliminary and location surveys had been made between Quebec and Winnipeg, the cost being about \$1,000,000, and the complete revision of these surveys would cost an additional \$600,000. A portion of the surveys which the G.T. Pacific Ry. made east of Winnipeg, which cost the company about \$1,000,000, had been taken over by the Government for \$350,000. The gradient between Moncton and Winnipeg would be 4-10 of 1% eastbound, and a maximum of 6-10 of 1% westbound, with a maximum curvature of 4°. The total distance would be about 1,800 miles, of which 395 miles are at present under contract.

Tenders are under consideration for the supply of 65,000 tons of steel rails, with the necessary fastenings for the same, and an

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Mackenzie, Mann & Co.'s Eastern Lines.

The first general consolidation of the different railways in which Mackenzie, Mann & Co. were interested as promoters, or contractors, took place when the Canadian Northern Ry. Co. was formed. Under this title there is now operated a line extending from Port Arthur, Ont., to Edmonton, Alta., 1,265.7 miles; with a line from Gilbert Plains Jct. to Prince Albert, Sask., 458.5 miles, and numerous branches, having a total mileage of 2,488.5. There is a considerable mileage in Manitoba, Saskatchewan and Alberta under construction. The second consolidation has just taken place, a number of the eastern lines—in operation and under construction—having been amalgamated under the title of the Canadian Northern (Quebec) Ry. The James Bay Ry., which is under construction from Toronto to or near Sudbury, Ont., and has plans on file with the Department of Railways for extensions to connect with the Canadian Northern Ry. near Port Arthur to the west, and at Hawkesbury, with the Great Northern Ry., in the east, will, it is understood, adopt the title of Canadian Northern (Ontario) Ry. Under the powers of an act, passed at the last session of the Dominion Parliament, it may do this with the consent and approval of the Governor-in-Council.

CANADIAN NORTHERN (QUEBEC) RY.

This is an amalgamation of the Great Northern Ry. of Canada, which had previously absorbed the Montford and Gatineau Ry., the Chateauguay and Northern Ry., and the Quebec, New Brunswick and Nova Scotia Ry. The Great Northern Ry. extends from Rivière à Pierre, Que., to Hawkesbury, Ont., with branches to St. Jerome and Shawinigan Falls, 175.10 miles, and the old M. and G. Ry. from St. Sulpice, on the C.P.R.'s Montreal and Western line, to Arundel, 33 miles, a total of 208.10 miles. A contract has been let to O'Brien and Mullarkey, Montreal, for the construction of 20 miles of line necessary to connect the G.N. main line at St. Jerome, with its detached Montford division at Morin's Flats. W. P. Chapman, St. Jerome, is Chief Engineer in charge of construction. It is expected to have this connection completed by the end of the year. The Chateauguay and Northern Ry. extends from Montreal to L'Epiphanie, Que., 36.20 miles, and has heretofore been operated under lease by the G.N.R. The terminals of the line are on Moreau St., Montreal, and negotiations are in progress with a view of acquiring land for extending the buildings and yards. The G.N.R. trains on reaching Rivière à Pierre were taken over the Quebec and Lake St. John Ry. into Quebec, where the company had terminal facilities.

A contract has been let for a line from Burrill's Siding, near Garneau Junction, to Quebec, about 80 miles, and the contractors, O'Brien and Mullarkey, expect to have the located route covered with men at an early

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pleted by the end of the year. The Dominion Parliament in 1903 voted a subsidy upon the usual conditions to the Great Northern Ry. for the construction of this line, and a revised vote was made in 1904. The location plans for this cut-off have been approved by the Railway Commissioners upon application of the Quebec, New Brunswick and Nova Scotia Ry. An act was obtained from the Dominion Parliament in 1903 incorporating a company with this title to construct a railway from some point on the Great Northern Ry. near Quebec, to the north end of the Quebec Bridge, and from the south end of the bridge to Moncton, N.B., and thence to Pugwash, N.S., with a branch line to St. John, N.B. Under this charter construction has been carried on for some time on a line to connect the northern end of the Quebec Bridge with Quebec city, and this work is expected to be completed in the fall. O'Brien and Mullarkey are the contractors, and W. P. Chapman, St. Jerome, is Chief Engineer in charge of the work. (Mar., pg. -131.)

JAMES BAY RY.

We were advised June 19, that track-laying has been completed from Toronto to a point about three miles north of Beaverton, Ont., and from a point five miles south of Washago to Parry Sound, Ont., leaving a distance of about 16 miles yet to be laid. This will occupy, it is expected, about three weeks, as there is a small amount of grading and bridge work to be done. The ballasting between Toronto and Beaverton is being pushed as fast as possible, 22 miles having been completed when we were advised. Between Washago and Parry Sound the ballasting has been practically completed. It is expected to have the line between Toronto and Parry Sound open for traffic some time in August. The trains will enter Toronto Union Station by an arrangement with the G.T.R. and C.P.R. A considerable area of land has been purchased in the east end of Toronto for freight yards and terminals, and plans for the laying out of these are being prepared.

North of Parry Sound the work of grading is being pushed as rapidly as possible all the way to Sudbury. The contractors have the route well covered with men, and the work is progressing satisfactorily. Construction has been started at a point about five miles north of Wahnapiatae, on a branch to the Hutton mines, about 25 miles.

Under the powers of the Dominion Act of 1905, the company has power to construct a railway from near Toronto easterly to Ottawa from the mouth of the French River, passing through or near Ottawa, and Hawkesbury to Montreal; and from Sudbury westerly to

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Under the powers of the Dominion Act of 1905, the company has power to construct a railway from near Toronto easterly to Ottawa, from the mouth of the French River, passing through or near Ottawa, and Hawkesbury to Montreal; and from Sudbury westerly to Kashabowie, on the Canadian Northern Ry., passing through Port Arthur, or having a branch into that town. Plans for all three of these lines, and also for a line from Sudbury to Batchawating Bay on Lake Superior, power to construct which was given in an act passed in 1902, have been filed with the Railway Commissioners. The line from Toronto to Ottawa has been surveyed between the C.P.R. and the G.T.R. lines for the greater part of the distance. The entrance into Ottawa is planned south of the civic isolation hospital, and on to Nicholas St., near the G.T.R. coal bins. East of Ottawa location plans for the J. B. Ry. have been approved by the Railway Commissioners from Hawkesbury West, the eastern terminus of the Great Northern Ry., to the boundary between Russell and Prescott counties, 28.07 miles.

The line from Sudbury westerly is projected to parallel the C.P.R. at a distance of about 20 miles northerly, and to join the Canadian Northern Ry. at Kashabowie, 82.3 miles west of Port Arthur. The distance between Sudbury and Kashabowie is 360 miles, according to the projected line. (June, pg. 327.)

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car. I think a separate motor car will probably be designed, attractive in appearance, to enable us to put the motor car in the roundhouse at night and the trail car in the yard. That is one of the objections of the combined car. Another objection is the difficulty of washing out; a small boiler, such as is used, has to be washed out properly, just as a big boiler. One of the advantages about the steam car is the fact that you can put that car on a branch line and have no difficulty with men trained as engineers. The roundhouse force is accustomed to it, and there is nothing about the car that involves a new proposition or a new force, and the fuel is, of course, very cheap. With a car weighing 60 tons the oil consumption is 1.8 gallons per car-mile.

Historical Notes, Canadian Northern Ry.

In 1895 the charter was acquired of the Lake Manitoba Ry. and Canal Co., and in the following year was commenced the construction of a railway from Gladstone, 100 miles were completed by the autumn of 1896, and at once put into operation.

In 1897 the operation of the line was extended 25 miles to Lake Winnipegosis.

In 1898, under the charter of the Manitoba and South-Eastern Ry. Co., a commencement was made on the grain carrying trunk line from Winnipeg towards Lake Superior, on which 45 miles of track were laid. At the Lake Superior end the Port Arthur, Duluth and Western Ry. Co.'s charter was purchased and the rights of the Ontario and Rainy River Ry. Co. acquired, and work commenced from 16 miles from Port Arthur on the former line, under the charter of the O. and R. Ry.

In 1899 the northern line was extended to 195 miles from Gladstone, Man. This extension was built under the charter rights of the Winnipeg Great Northern Ry., and it was in this year that this line and the L.M.R. and C. Co., were amalgamated under the name of The Canadian Northern Ry. Co. The other companies were absorbed at later

FRONT TRACK ON C.P.R. STEAM MOTOR CAR.

dates. Before the close of the year the gap between the rails on the Lake Superior line had been considerably lessened.

In 1900, the Manitoba and South-Eastern Ry. was completed to Rainy River, Ont., where the construction of a large swing steel bridge had to be undertaken. From Dauphin, Man., westerly, the company built 25 miles through the Gilbert Plains and pushed the north line through the northwest corner of Manitoba to some 20 miles west of the provincial boundary.

1901 was remarkable in the annals of the company. Firstly, as the year in which it took over from the Manitoba Government the railway lines of the Northern Pacific and Manitoba Ry. This step secured for the C.N.R. a main line through the fertile Portage Plains to within 19 miles of Gladstone, where the north line of the C.N.R. had been commenced, which link was completed within the year. Branch lines to Brandon and Hartney through unexcelled grain areas, and a connection to the south from Winnipeg to St. Paul and Minneapolis, were also obtained by this acquisition, making an addition to the company's operative mileage of 350 miles. In addition to this mileage, a valuable terminal in the heart of Winnipeg was obtained, which by its proximity to the large tract of terminal property which had already been acquired for the C.N.R. became of much greater value. Secondly, the year was notable as that in which was completed the line between Winnipeg and the Great Lakes port, Port Arthur. The section from Port Frances to Port Arthur was not taken over by the operating department until early in 1902. But with a total mileage constructed at the end of 1901 of over 1,200 miles, the C.N.R. had sprung into fourth place among Canadian railways.

In 1902 the railway carried over 12,000,000 bushels of grain to the lake front over its new line. The mileage added during this year, besides the section of main line referred to in the preceding paragraph, was made up of main line from Beaver to Gladstone, 19 miles; Stanley to Gimli, 70 miles; 33

miles on the Neepawa branch; 44 miles on the Carman branch.

In 1903 the following additions were made; Neepawa to McCreary Jet., 41 miles; Vassar cut off, 12 miles; Rossburn branch, 20 miles; Carman branch, 20 miles.

In 1904 the operation of the main line was extended to Kamsack, Sask., 71.3 miles. Much additional grading was done and more track laid on the main line but not taken over for operation until early in 1905. The northern branch was extended to Melfort, Sask., 107 miles west of Erwood; and the Oak Point branch of 34 miles was also turned over to the operating department before the close of the year.

1905 witnessed the completion of the track-laying of the main line to Edmonton, Alta., from Kamsack, 546 miles. Branch lines were also added in Manitoba as follows: Arizona Jet. to Brandon, 77 miles; Greenway to Adelfia, 51 miles; Chan William to Rossburn, 58 miles; Brandon Jet. to Carberry Jet., 22 miles; Hartney to Virden, 37 miles; also a line to connect the Carman branch with the Hartney branch, 15 miles.

1906 has already been marked by the entrance of the line to Prince Albert, the objective point of the northern line. This added 16 miles to this branch.

The above mileage mentioned in particular makes up the present system of the Canadian Northern Ry. west of Lake Superior, and the mileage now owned, operated or leased is somewhat over 2,400 miles.

Though at present the C.N.R. has no rail connection east of Port Arthur, independent of the C.P.R., plans have been made to build from the present eastern lake terminal around the north shore of Lake Superior to Sudbury. The James Bay Ry., now under construction from Toronto to Sudbury, 265 miles, is a kindred interest to the Canadian Northern. The James Bay Ry. will be opened for traffic at an early date from Toronto to Parry Sound, 150 miles. This line passes through the Muskoka Lakes district, and will give to many summer resorts in that locality a service not hitherto possible. The

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section from Parry Sound to Sudbury will be ready for operation in 1907. The James Bay Ry. has authority to build from the Toronto-Sudbury line, near the French River, to Ottawa, also from Toronto to Ottawa. A link of 50 miles from Ottawa to Hawkesbury will put these lines, when built, in connection with Montreal and Quebec by means of the Great Northern Ry. of Canada. A controlling interest in the latter railway, which now operates 250 miles, was acquired in 1903. An entrance to Montreal was at once arranged by the acquisition of the Chateauguay and Northern Ry. An independent access to the valuable terminal property held by the Great Northern at Quebec was also decided upon, which work is now under way. At present the company's trains enter Quebec over the Quebec and Lake St. John Ry. There is now being built at Quebec a bridge across the St. Lawrence River, which will have the largest single cantilever span in the world. The charter of the Quebec, New Brunswick and Nova Scotia Ry., in conjunction with the use of this bridge, will permit a through connection being made to Nova Scotia, where the same interests already control the Halifax and South-Western Ry. Co., formed in 1901, which took over in 1903 the Central Railway from Lunenburg to Middleton. Extensions were at that time undertaken and the mileage further increased by the purchase of the Coast Railway, from Yarmouth to Barrington Passage, 50 miles. Between the latter point and Liverpool a connecting line is nearly completed; a branch is also under construction from Middleton to Victoria Beach. These additions will make a total of 370 miles. In Cape Breton the Inverness Railway and Coal Company operates 61 miles from Port Tupper to Inverness, where valuable bituminous coal deposits are being mined.

With the connection of all these railways a vast system will have been built up. Another great transcontinental route will have been formed. Quietly but swiftly each self-supporting link will be added to the chain until the Atlantic is bound to the Pacific by another band of steel.

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Engineer in charge of construction.

Canadian Northern Ontario Ry. Co.—Notice has been officially given that with the consent of the Governor-in-Council, the James Bay Ry. Co. has changed its name to the Canadian Northern Ontario Ry. Co., and that the change of name took effect June 30.

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At the last session of the Dominion Parliament an act was passed providing for the construction of a line from the line now under construction between Key River and French River, to Georgian Bay near the mouth of Key Inlet; amending section 3 of the act of 1895 by striking out the words "easterly side of Lake Wahnapiatae and thence to" in describing the routes of the line from Parry Sound to James Bay; limiting the bond issue to \$30,000 a mile and extending the time for constructing the several lines.

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Canadian Northern Railway Construction.

An order for 50,000 tons of 60-lb. steel rails for the various lines under construction by the Canadian Northern Ry. is being filled by the Dominion Iron and Steel Co., Sydney, N.S.

Canadian Northern Quebec Ry.—The line under construction to connect the Great Northern Ry. with the old Montford and Gatineau Colonization Ry., leaves the G.N.R. about two miles south of St. Jerome, passes through that town to Shawbridge, 12 miles, thence to the M. and G.C. Ry., at near Arundel, about two miles north of the junction of that line with the C.P.R. Nominique branch. The country through which the line passes is generally somewhat difficult, the rise in elevation being very marked, necessitating stretches of grade development to rise the required elevation, there being a difference of 300 ft. between the Riviere du Nord at St. Jerome and Shawbridge. The maximum gradient is 1% compensated for curvature; the curvature being rather heavy owing to the grade development necessary. The line follows to some extent the valley of the Riviere du Nord, which is crossed three times, at mileage $\frac{1}{2}$ and mileage $10\frac{1}{4}$ by bridges each of two 75 ft. deck plate girder spans, 16 to 20 ft. above the river, and at mileage 12 by a centre span deck plate girder, 90 ft., with approach spans of 50 ft. and 30 ft. at each end, 45 ft. above the water. The grading for the most part is light clay, sand and boulders. The grading is expected to be completed and ready for tracklaying by the end of Aug. The contractors are M. J. O'Brien and J. P. Mullarkey, who sublet contracts for grading to J. A. Morrison, I. Kent, and Bonneville & Mulhern; and for permanent trestles and bridge foundations to Sunstrum and MacDonald. W. P. Chapman, St. Jerome, Que., is Chief Engineer in charge of construction.

Three sections are under construction on the cut-off from near Garneau Jct. to Quebec, and some revision of location is being done

The purchase of the Qu'Appelle, Long Lake and Saskatchewan Ry. adds 253 miles to the company's lines in Saskatchewan, and gives it control of the traffic of a large territory. The northerly terminus of this line is at Prince Albert, into which town the C.N.R. line has been completed from Gilbert Plains Jct., and the line to Edmonton crosses the Q.L.L. and S. line between Clark's Crossing and Osler. The Qu'Appelle line does not have any terminals in Regina as it has always been operated as a branch of the C.P.R., but the C.N.R. has recently acquired considerable land there for terminal purposes, and is rapidly completing a line from Hartney, Man. When completed and connected with the Qu'Appelle line the C.N.R. will have a second line between Winnipeg and Prince Albert, running through Carman, Somerset, Hartney Jct., Hartney and Virden, to Regina.

Upon the line from Etoimami, Sask., toward Hudson Bay, Jas. Cowan, the contractor, recently stated that about 60 miles of the right of way had already been cleared, grading was being rapidly progressed with, and it was expected to get the 95 miles to Pas Mission graded before the end of the year. Survey work is being proceeded with between the Saskatchewan River at the Pas, and Fort Churchill, Hudson Bay.

The grading on the line north from Edmonton, Alta., has been completed to Morinville, about 30 miles, and tracklaying is expected to be completed this year. The grading on what is spoken of in Edmonton, as the White Whale Lake branch, is being progressed with. The line runs to Spence Grove, then southwesterly for several miles, and then turns north. It touches the eastern extremity of White Whale Lake, and along the north shore to the western end of the lake. M. McCrimmon is the contractor for the grading. Tracklaying is expected to be gone on with during the year. (July, pg. 401).

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

August 1906

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

St. John Terminals.—D. McNicoll, Vice-President, on a recent visit of inspection told a deputation at St. John, N.B., that the company had not in view at present the making of any purchases of land there for building warehouses and increasing the yard accommodation.

Chateau Frontenac Improvements.—The C.P.R. has secured options on various properties on Des Carrières St., Quebec, opposite the Chateau Frontenac. If these properties are acquired it is stated that the new building, which will be operated as an adjunct to the chateau, with which it will be connected by a tunnel, will contain between 600 and 700 rooms. It is also stated that the city will be asked to consent to the erection of two arched passageways across the street to connect the second stories of the present hotel with the proposed new annex.

Montreal to Quebec.—Unconfirmed press reports state that the Quebec section of the line is to be straightened out, and that a saving of about 20 miles will be effected.

Windsor St. Station, Montreal.—The work in hand at the Windsor St. station by the Canadian White Co., Montreal, includes the addition of another story to the Osborn St. section, and some other alterations to the building. This work, we understand, is preparatory to the carrying out of some more extensive additions and alterations. (July, pg. 391).

Georgian Bay and Seaboard Ry.—An unconfirmed report states that a contract has been let to the Toronto Construction Co. for the construction of this line from a point on the Montreal-Toronto line between Havelock

(Continued on page 371.)

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National Transcontinental Railway Construction.

The viaduct at Cap Rouge, Que., on district B of the eastern section, will have a total length of 3,335 ft., and will consist of 33 towers, each 40 ft. in length; 29 spans of 60 ft. each, one span of 125 ft. and one span of 150 ft. The viaduct will be a single track one, the girders being spaced 9 ft. centre to centre, and the base of rail will be 165 ft. above high water in Cap Rouge River. The weight of the steel superstructure when erected will be about 4,200 tons. The Dominion Bridge Co., Montreal, has the contract.

The Commissioners have had under consideration tenders for the construction and erection of steel superstructures and floor system, with ties and guard rails complete, for bridges at River Aux Pommies (Sept. 1); River Jacques Cartier (Nov. 1); crossing C.P.R. (Dec. 1); River Portneuf (Dec. 1); River St. Anne (Jan. 1, 1907); River Noir (Feb. 1, 1907); River Charest (Mar. 1, 1907); and River Batiscan (April 1, 1907). The dates in brackets are the dates upon which the superstructures are required to be ready for shipment.

A report from Ottawa Aug. 29, stated that the tenders of the Dominion Bridge Co., Montreal, and of the Locomotive and Machine Co., of Montreal, were the lowest, and that the contracts would probably be divided. These bridges are for the section of the line between Quebec and La Tuque, Que., now under contract.

GRAND TRUNK PACIFIC RY.

C. Schriber, C.M.G., Consulting Engineer to the Department of Railways, returned to Ottawa, Aug. 23, having made a lengthened trip of inspection over the route of the G.T. Pacific Ry. In an interview he said:

"I am satisfied that in the G.T. Pacific Ry. when it is completed, the people of Canada will have the cheapest transcontinental line in existence. From the Rocky Mountains to the Atlantic seaboard it will show a maximum grade of 4-10ths of 1%, eastbound, and 5-10ths of 1% westbound. The company itself expects to obtain an equally level location across British Columbia to its Pacific terminus. I am satisfied that it will get through with a maximum gradient not exceeding 1%, and anyone who knows the first thing about railway building and the existing routes through the Rockies can readily appreciate what that means, especially in the haulage of heavy traffic. The G.T.P. Ry. has 18 survey parties now in the field in British Columbia and the company will be in a position to let some contracts this season on this section, probably at the Port Simpson end, as it is the most accessible. I drove 700 miles across the prairies from Fortage la Prairie to Edmonton following the located route of the new line. From 100 to 120 miles of this will be laid with rails this fall, and by the end of next year the G.T.P. ought to have its track through to Edmonton. Their greatest difficulty lies in the scarcity of labor. In one stable I saw 20 horses idle because it was im-

tractors are pushing work ahead with the greatest possible speed, but they are somewhat hampered by the scarcity of labor.

An agreement was reached at a meeting of the Edmonton City Council, Aug. 18, by which, in return for a bonus of \$100,000, the G.T.P. undertakes to establish within three miles of the public offices, its yards, workshops and other terminal facilities, and to erect a station south of the Canadian Northern station, if a union station could not be arranged for. The city also agrees to purchase certain right of way required, which it is estimated will cost another \$60,000.

Plans have been filed for 77 miles of line west of Edmonton, Alta., and tenders will shortly be asked for grading on this distance. F. M. Morse, Vice-President, proposes to go over the projected route through the mountains as far as the coast during the fall, and upon his report, on his return, the final selection will depend. A survey is being made by H. S. Sprague and A. L. Kepper through the Caribou country, to determine whether there is a satisfactory route through it, instead of the present projected one around it. If such a route can be located it will materially shorten the distance between Winnipeg and the Pacific coast. Survey parties are also working east and west from Lorne Creek, on the Skeena River, and from Moricetown in the Bulkley Valley.

The Dominion Parliament at its last session passed an Act authorizing an extension of time for the construction of the Pacific Northern and Omineca Ry., and authorizing the construction of a railway from the junction of the Skeena and Copper rivers to the junction of the Bulkley and Telkwa rivers. It is likely that the first construction in connection with the G.T. Pacific Ry. on the Pacific coast will take place under this charter. (Aug. pg. 473).

Canadian Northern Railway Construction.

Canadian Northern Quebec Ry.—At the last session of the Dominion Parliament the Great Northern Ry. of Canada, one of the lines amalgamated under the above title, was granted an extension of time for the construction of its line between St. Jerome, St. Sauveur or Lachute, and a point on the Ottawa, Northern and Western Ry., in Wright county, for a further period of five years.

A contract has been entered into between the Dominion Government and the Chateauguay and Northern Ry., another of the lines amalgamated under this title, for the construction of a railway from Hochelaga Ward, Montreal, to the Great Northern Ry. of Canada, near Joliette, Que., passing at or near L'Assomption, together with a spur line into that town. The total distance covered by the contract is 42 miles. The line from Montreal to Joliette, 36.0 miles, has been constructed and in operation since early in 1904.

Canadian Northern Ontario Ry.—The Board

granted by the Manitoba Legislature in 1904, and authorizing the construction of a railway from Oakland, northerly or north-westerly to the boundary of the province, with branches to Makmak, Ochre River and Winnipegosis stations on the C.N. Ry., westerly to the western boundary of the province, easterly or northeasterly points at or near Lakes Manitoba, Winnipeg and Winnipegosis or waters connected therewith; and a line or lines from Winnipeg, or from any point on any of the lines mentioned through the rural municipality of Springfield to the eastern or southern boundary of the province.

The principal work which the company is pushing at the present time is the construction of the branch from Hartney, Man., to Regina, Sask. Every effort is being made to have the branch in operation this year. The importance of the work is apparent when it is considered that the Qu'Appelle, Long Lake and Saskatchewan Ry., which the company has just acquired, has no terminals in Regina, and has no physical connection with the Canadian Northern Ry., although the latter crosses it near Osler, and has a station at Prince Albert. The connections will be made at Prince Albert and near Osler, so that traffic can be transferred from the line to the C.N. Ry.

A Winnipeg despatch of Aug. 28 stated that an arrangement had been closed between the C.N. Ry. and the G.T. Pacific Ry. for the construction of a line to Hudson Bay, Regina being mentioned as the southern terminus. D. B. Hanna, Third Vice-President C.N. Ry., stated Aug. 29 that there was no foundation for the report.

A special meeting of the Prince Albert, Sask., City Council was called for Aug. 29, to approve for submission to the general vote, a by-law granting \$25,000 towards the construction of a bridge across the Saskatchewan River at that city.

President W. Mackenzie, and a number of C.N. Ry. officials visited Edmonton, Alta., Aug. 16. Mr. Mackenzie stated that nothing definite had been done in reference to the project for constructing a union station there. The C.N.R. was not averse to the erection of a union station with the C.P.R. or the G.T. Pacific Ry.

Forty carloads of steel rails have arrived at Edmonton for laying on the Morinville branch, upon which 30 miles of grading has been completed. This branch will, it is said, be ultimately extended to Athabasca Landing. (Aug. pg. 467.)

The Overseas Mail.

The C.P.R. has put on a special train in connection with the Imperial mail service between Great Britain, Japan and China, which will make the distance between Quebec and Vancouver in 93 hours. The train consists of the necessary mail and baggage cars, with not more than three sleepers and a dining car for through passengers. It will make only a few stops at the principal

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Canadian Northern Ontario Ry.—The Board of Railway Commissioners has approved of plans for the construction of bridges on the Key River and Little Key River, and for location plans for some miles of the line from Sudbury northerly.

Canadian Northern Ry.—The location of the locomotive and car shops of the company is at the corner of Main and Assiniboine streets, Winnipeg, Man., and the accommodation provided there is inadequate to the growing requirements of the line. It is reported that land has been purchased at Fort Rouge with a view of erecting new locomotive and car shops at an early date.

Notice has been given that the Northern Extension Ry. has deposited plans at Ottawa for the construction of a bridge across the Assiniboine River at Winnipeg. The N.E. Ry. is a Canadian Northern Ry. charter

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present terminus at ...
1905, pg. 401).

Canadian Northern Railway Construction.

Canadian Northern Quebec Ry.—C. W. Spencer, General Manager Mackenzie, Mann & Co.'s Eastern lines, in an interview at Quebec, Sept. 19, stated that the delay in the construction of the Great Northern Ry., one of the constituent companies, into Quebec, was due to the fact that the originally located route from Garneau Junction was required for the National Transcontinental Ry., and another route had to be surveyed. Upon this new route about 20 miles had been graded, and the ties had been laid ready for tracklaying to be gone on with. The company was also replacing the 56-lb. rails with 80-lb. rails from Shawinigan Falls to Hawkesbury; and was also carrying out other works of improvement upon the line.

Canadian Northern Ontario Ry.—The contractors for the construction of the line from Hawkesbury to Ottawa, Ont., are Schell & Kennedy, and their headquarters are at Rockland, Ont. We have been advised that the grading is progressing satisfactorily; that it is expected to get finished to Rockland this fall, and to Ottawa early in 1907. The total distance is about 55 miles, and the line will connect the C.N. Quebec Ry. with Ottawa. (Aug., pg. 467).

C. W. Spencer, General Manager, made a trip of inspection over the line from Toronto to Parry Sound, Ont., Sept. 8, and on Sept. 16, D. D. Mann, Vice-President, and D. B. Hanna, Third Vice-President, had a run over the line. It was expected to have a regular train service in operation at the end of Sept. Satisfactory arrangements have been made for an entrance of the company's trains into the existing Union Station, Toronto.

All the stations on this line are to be equipped with Acton Burrows Limited enamelled iron station name signs, lettered in white on dark blue ground, which have been adopted as standard on all C.N.R. lines.

Canadian Northern Ry.—We are advised that the C.N. Ry. intends erecting workshops on its own property at Fort Rouge, Winnipeg, acquired some years ago. All the plans for the shops have not been approved; conse-

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quently, we are informed, nothing can be definitely stated as to the company's intentions. Since we received this information it is reported that the company is negotiating with a view of obtaining a site for locomotive and car shops at Montreal, and that if this can be done, the only shops to be erected at Winnipeg will be the repair shops. The reason given for this alleged change of plan is the labor question.

Track has been laid on the branch line from Emerson to the main line at Sprague, Man., and an inspection trip was made Sept. 9. The branch was completed to Ridgville, 9.9 miles easterly from Emerson in 1904, and the extension now completed makes the branch altogether 73 miles long. The line gives a new and short route from Southern Manitoba to Port Arthur, Ont., and will enable the C.N.R. to haul grain from its Morris-Brandon and other branches to the lake without passing through Winnipeg, thus saving a considerable mileage.

An unconfirmed press report states that a contract has been let to A. D. McRae, Fort Rouge, Winnipeg, for the grading of 50 miles of an extension of the Oak Point branch, from Oak Point to a point north of Gladstone, Man.

We were advised Sept. 27, that plans have been completed for an extension of the line, which now terminates at Oak Point, Man., northerly along the east shore of Lake Manitoba. The objective point for the present is the Manitoba Gypsum Co.'s gypsum mines, distant about 100 miles.

The report that the C.N.R. and the G.T. Pacific Ry. had united forces for the purpose of constructing a line to Hudson Bay, has been denied by D. B. Hanna, Third Vice-President C.N. Ry., Toronto, and also by an official of the G. T. Pacific Ry. The C.N.Ry. is constructing a line from Etomami, Sask., to Pus Mission, and it was expected to have 30 miles of grading completed by the end of Sept. (Aug. pg. 467).

The question of a union passenger station at Brandon, Man., is said to have been practically agreed to between the C.N. Ry. and the officials of the Brandon, Saskatchewan and Hudson Bay Ry. (one of the J. J. Hill lines now under construction), but the C.P.R. interests are said to be opposed to it. The C.N. Ry. has purchased the Salvation Army barracks, and some adjoining properties, and will utilize it for station and terminal purposes.

The Prince Albert, Sask., City Council has passed a by-law, subject to confirmation by the property owners, voting \$25,000 to the company, towards the cost of the buildings necessary for a divisional point. It was first proposed that the money should be devoted to add a traffic way to the railway bridge which is to be built across the river, but as it was suggested that the Provincial Government would revise its grant of \$50,000 if the city's grant was made, an arrangement was made with D. B. Mann, Vice-President, to

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A spur line is to be constructed from some point between Edmonton and the Edmonton, Yukon and Pacific Junction, southerly to the C.N.R. at Fort Saskatchewan, Alta.

Edmonton, Alta., reports state that 122 cars of steel rails were in the yards there Sept. 11, and that the company's tracklaying machine was working westwards from that city. It is expected to have track laid for about 20 miles to the Stoney Plains, and northerly on the Morinville branch, for about 30 miles this fall. (Sept., pg. 345).

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Canadian Northern Railway Construction.

Canadian Northern Quebec Ry.—D. D. Mann, Vice-President Canadian Northern Ry., in an interview at Ottawa, Oct. 17, stated that the line would be opened from Montreal to Quebec in 1907. The construction work between Garneau Junction and Quebec is being rapidly pushed, and the contractors state that the work already done is well up to anticipations. An injunction has been obtained restraining the St. Maurice Valley Ry. Co. from carrying its tracks across the company's lines in the vicinity of Shawinigan Falls, Que., and the question is still before the courts.

Canadian Northern Ontario Ry.—Grading is reported completed from Hawkesbury westward to Rockland, Ont., and it is expected that trains will be running over it by May next. When this line is completed into Ottawa, the Canadian Northern Ry. will have a line in operation from Ottawa to Quebec. The eastern connections are being surveyed, one line to Toronto and another to the mouth of the French River. It is expected that contracts for some construction on one or both of these lines will be let early in 1907.

The James Bay Ry., which is one of the constituent lines of the C.N.O. Ry., has been completed to Parry Sound, and a train service with Toronto will be put in operation shortly. The trains will come into the Union Station over the G.T.R. tracks.

The buildings erected at Parry Sound, Ont., consist of an 8-stall round house with a 70 ft. turntable, and a machine shop 41 by 120 ft. Both buildings are of concrete with gravel roof. The machine shop contains forges, hammers, slotters, bolt cutting machines, drills, planers, lathes, shapers, band saws, rip saws, 150 ton wheel press, 84 in. wheel lathe, and 42 in. wheel borer. This shop is intended for repairs to locomotives only and was built to cover the requirements of the line pending the erection of larger shops. Whether these will be located at Parry Sound or elsewhere will be decided upon in the near future. About 80% of the grading between Parry Sound and Sudbury has been completed and it is expected to get track laid on it in 1907.

Canadian Northern Ry.—A considerable amount of betterment work has been done on the line between Port Arthur and Winnipeg during the past summer. About 500,000 new ties have been put on the roadbed, and in many places the rails have been replaced by those of heavier weight, in order to meet the requirements of the increasing traffic. At Port Arthur it is proposed to practically double the freight shed accommodation; some of the additional sheds, it is expected, will be completed this year.

According to press reports a contract had been let to A. D. McRae, for a 50-mile extension of the Oak Point branch, towards a point north of Gladstone, Man. We have been advised that this is incorrect, but that the line is to be extended northerly about 15 or 20 miles. The work will probably

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November.

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roof. The machine shop contains forges,
hammers, slotters, bolt-cutting machines,
drills, planers, lathes, shapers, band saws, rip
saws, 130 ton wheel press, 84 in. wheel lathe,
and 42 in. wheel borer. This shop is intended
for repairs to locomotives only and was built
to cover the requirements of the line pending
the erection of larger shops. Whether these
will be located at Parry Sound or elsewhere
will be decided upon in the near future. About
80% of the grading between Parry Sound and
Sudbury has been completed and it is expect-
ed to get track laid on it in 1907.

Canadian Northern Ry.—A considerable
amount of betterment work has been done on
the line between Port Arthur and Winnipeg
during the past summer. About 500,000 new
ties have been put on the roadbed, and in
many places the rails have been replaced by
those of heavier weight, in order to meet the
requirements of the increasing traffic. At
Port Arthur it is proposed to practically
double the freight shed accommodation;
some of the additional sheds, it is expected,
will be completed this year.

According to press reports a contract had
been let to A. D. McRae, for a 30-mile exten-
sion of the Oak Point branch, towards a point
north of Gladstone, Man. We have been ad-
vised that this is incorrect, but that the line
is to be extended northerly about 15 or 20
miles towards Lunder. The work will prob-
ably be done in 1907.

It is reported that over 30 miles have been
graded in a continuous line from Etomami,
Sask., and that much of the grading from
mileage 30 to mileage 68 has been done.
Tracklaying has been started, and it is hoped
to have well on to 50 miles of steel laid before
the end of the year. Survey parties are in
the field ahead of the graders, and it is re-
ported to be the intention of the company to
put in all 16 parties on survey on the route
towards Hudson Bay.

A line is being surveyed from Prince Albert
to Battleford, Sask., J. Chambers being in
charge of the party. Local reports state that
construction will be started in the spring with
the object of reaching Shellbrook by the end
of 1907.

Construction trains are in operation on the
branch line northerly towards Athabasca
Landing, as far as St. Albert, about seven

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miles from Edmonton, Alta. It is expected to get over 20 miles of track laid before the end of the year. An unconfirmed press report says that it is expected to let tenders for the grading of the additional 80 miles from the end of the present grade to Athabasca Landing, within a few weeks.

Reports from Edmonton state that C.N.R. survey parties have completed a route from Edmonton to the summit of the Yellowhead Pass. The survey is about 400 miles, although the distance as the crow flies is about 300 miles. A gradient of 0.4% is reported to have been secured. (Oct., pg. 586.)

Q.T.R. Betterments, Construction, Etc.

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The Minister of Railways was asked Oct. 31, to approve of plans for the extension of the company's railway from Quebec to Quebec Bridge. Objection was made on behalf of the National Transcontinental Ry. Commission and the matter was held over pending the consideration of the plans for joint terminals.

Canadian Northern Ontario Ry. The company will apply at the current session of the Dominion Parliament for an act authorizing the construction of the following lines of railway in Ontario: From Washago westerly to Lake Huron near Kincardine. From Arnprior southerly to the St. Lawrence River between Kingston and Brockville. From Pembroke southwesterly to Lake Ontario between Toronto and Belleville. From the Toronto-Ottawa line northwesterly to Georgian Bay near Collingwood or Owen Sound. From the Toronto-Ottawa line westerly passing through or near Toronto, Hamilton, and London to Windsor, with branches to St. Thomas and Sarnia, and a branch or loop north of Toronto. From the Niagara River northwesterly, passing through or near Hamilton to Lake Huron, near Goderich. From Lake Erie west of Port Colborne northerly, passing through or near Brantford or Berlin, to the Georgian Bay. From a point near Washago to the Georgian Bay east of Collingwood. From the Montreal-Ottawa line north of Montreal westerly to connect with the authorized line in the county of Leeds or Lanark. The company also asks for power to issue bonds or other securities to the extent of \$30,000 a mile in respect to such lines and authorizing amalgamation with or leasing agreements to the Canadian Northern Quebec Ry.

Grading has been completed for about 36 miles from Hawkesbury towards Ottawa, Ont. The question of the entrance of the line into Ottawa has not been settled, the city having entered some objections, and as a result the plans for the route into the city of the line from Hawkesbury, and of the line from Toronto to Ottawa, have not been approved of by the Minister of Railways.

The section of line formerly known as the James Bay Ry., between Toronto and Parry Sound, Ont., 149 miles, was opened for traffic Nov. 19, when a service of one train a day each way was put on. The certificate of the Board of Railway Commissioners enabling the line to be opened was given Nov. 8, and the official inspection of the engineers of the Department of Railways took place Nov. 16. Construction is being proceeded with between Parry Sound and Sudbury. A plan showing a deviation of the route of this portion of the line, passing through unsurveyed territory in the townships of Cox, Sarvis, Laura, Secord, Dill, Cleland and Neelon, mileage 67.8 to mileage 107.8 north of Parry Sound, has been filed at North Bay. This practically covers the route between French River and Wabnapitae.

lines, and authorizing the construction of the following extensions or branches. From Humboldt, Man., to Calgary, Alta. from tp. 29, r. 7, w. 3rd m., southwesterly to between Craik and Bladworth on the Qu'Appelle. Long Lake and Saskatchewan Ry. from tp. 5, r. 15, w. 2nd m., northwesterly to tp. 16, r. 27, w. 2nd m., from near South Battleford, Sask., westerly to tp. 14, r. 27, w. 3rd m., from North Battleford, northwesterly to tp. 59, r. 1, w. 4th m., from Strathcona southerly to Calgary, Alta. from Regina, Sask., southwesterly to the International boundary, from Saskatoon, Sask., southwesterly to the South Saskatchewan River, from near Edmonton, Alta., to the Pacific Coast, from near the forks of the Athabasca and McLeod Rivers southwesterly to the headquarters of the McLeod River, from Battleford, Sask., westerly for 100 miles.

There has been deposited with the Minister of Public Works at Ottawa, a plan and description of the location of a proposed steel dock upon a water lot, lying between Lorne St. and Lincoln St., produced in the harbor of Port Arthur, Ont. The approval of the Government has been asked for the construction of the dock by the company.

The agreement between the company and the Winnipeg City Council with respect to the closing of lanes and streets at Fort Rouge, had not been signed November 12. The plans for the company's roundhouse at Fort Rouge have been approved by the City Council.

Grading is reported to have been completed from Oakland, on the Portage la Prairie-Delta branch, as far as Sandy Bay, on the west shore of Lake Manitoba, and that work will be resumed at that point in the spring, it being intended to carry the line to Makinac, or some other convenient point on the line to Prince Albert.

The tracklaying gang having completed the season's work on the Swan River branch moved to Etomami, and started work laying steel on the grade in the direction of Pas Mission.

A contract is reported let to Jas. Cowan for the delivery of 1,000,000 ties, 6,000,000 ft. of logs, and 300,000 ft. of piling at various points on the C.N. Ry. lines, where construction will be gone on with during the season of 1907.

The branch from North Battleford, Sask., to Battleford, was opened for traffic Nov. 8.

The extension of the line from Edmonton to Morinville, Alta., was opened for traffic, Oct. 26, and a service of three trains a week is being operated over it. Tracklaying is being proceeded with on the line from Edmonton to Stoney Plain. (Nov. pg. 649)

Dalmeny to Carlton, Sask. Construction has been started upon a line from Dalmeny, mileage 499.3 from Winnipeg, to Carlton, on the Saskatchewan River. Owing to the lateness of the season, however, only four or five miles will be graded this year. The grading is being done by Mackenzie, Mann & Co., for the Canadian Northern Ry.

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