

**GREAT
NORTHERN
RAILWAY.**

NORTHERN
PACIFIC
RAILWAY
IN CANADA

WITH EXCERPTS FROM THE REPORT OF THE

The Northern Pacific has this year built the Souris River branch in Manitoba, starting from its Brandon branch, about midway between Belmont & Hilton stations, running southwesterly to the head of Pelican Lake, thence easterly on the centre line of sections from sec. 22, Tsp. 5, R. 17 west to the west boundary of sec. 20, Tsp. 5, R. 19 west, thence northwesterly to the s. w. corner of sec. 31, Tsp. 5, R. 20 west; thence west on the line between Tsp. 5 & 6 to the west boundary of range 22. The distance built this year is 40½ miles, but it will most likely be extended next year to a connection with the C. P. R. at Hartney or Lauder, or a point between them, the extension having been postponed this year on account of some difficulty in regard to right of way. The route traversed is through one of the best parts of Manitoba, well-settled by prosperous farmers. The work through Lang's Valley is exceptionally heavy for prairie work, in the way of cuts & fills, though bridging is light. The town sites are Daerco, 14 miles from the junction; Minto, 27 miles out; & Elgin, 38½ miles out. The contractors were J. D. McArthur, of Birtle, Man., for the grading & tracklaying; C. Chamberlin, Winnipeg, for the buildings. The survey was commenced in the middle of April & construction at the beginning of June. (May, pg. 65.)

From the **Brandon Re.** The **Anglo-**

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such foolishly liberal terms.

Grant Northern (U.S.).—A rumor has been current in Vancouver, B.C., that this Co. wants to secure the site of the recently burned Hastings mill for station purposes. It is said the Co. has engineers at work at New Westminster & Vancouver. The G. N. now reaches the south bank of the Fraser River, opposite New Westminster, by the New Westminster Southern Ry., which runs thence 23 miles to the International Boundary at Douglas, B.C., where it connects with the G. N. branch to Seattle, 120 miles farther south. It is rumored the G. N.'s schemes include a bridge over the Fraser at New Westminster, & an extension to Vancouver.

A recent despatch from Tacoma, Wash., says the G. N. is preparing to build a 200-mile extension from the main line at Wenatchee, Wash., through the Okanogan mining district, into British Columbia, with a branch to the mining camp of Kanaka, Wash. The proposed line would follow the Columbia River from Wenatchee north to Lake Chelan & thence along the Okanogan River to B.C.

Kwa or Buckley & the Skeena rivers.

Spokane & Northern.—The Chicago Tribune says: "The Great Northern (U.S.) it is reported, intends to make application to the next session of the Canadian Parliament for a franchise to extend the Spokane Falls & Northern through Southern British Columbia. The franchise desired by the Great Northern is believed to be for a more ambitious enterprise than has yet been revealed. The real object is represented to be a paralleling of the C.P.R. Crow's Nest line through Southern B. C., in addition to the Kettle River road."

time limited for the completion of the several portions of the road.

Northern Pacific.—A rumor is current in Winnipeg to the effect that the Northern Pacific will build a direct line from there to Duluth, bonus or no bonus, & that other important extensions on the Manitoba division

are in contemplation. The marvellous crop of this year, & the possibility of the export of wheat increasing to 50,000,000 or 60,000,000 bush. in the next 3 or 4 years, is the incentive to build to Duluth direct. The air line to Duluth would compete with the C. P. R. Winnipeg-Fort William route, as well as with the Manitoba & Southeastern, which is now being built from Winnipeg southeasterly to meet the Ontario & Rainy River Ry., now building westerly from its starting point on the Port Arthur, Duluth & Western, near Stanley, a short distance west of Fort William. The M. & S. E. is subsidized by the Province of Manitoba & was adopted instead of Premier Greenway's first proposal of an air line to Duluth.

Queanelle Forks to Skeena River.—Wilson

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announces that C. H. Bevington is appointed Chief Train Dispatcher of 27th, 28th, 29th Districts & C. S. & M. portion of 25th District, vice V. A. Cooper resigned. Effective Oct. 1.

General Superintendent Loud announces that C. J. Haigh having been appointed Manager Reading Dispatch, Fast Freight Line, A. E. Rosevear is appointed Freight Claim Agent, with office at Montreal. Effective Oct. 1. Mr. Haigh came to Montreal from Buffalo as Freight Claim Agent. Mr. Rosevear was Accountant of the Reading Dispatch at Detroit.

Intercolonial.—Wm. Robinson, Division Freight Agent at St. John, N.B., has been transferred to Toronto as General Travelling Agent in place of N. Weatherstone, who will be retired. Mr. Weatherstone has been in the employ of the Government railways for many years & much sympathy is expressed for him among railway men, it being felt that removal is entirely owing to political reasons. Mr. Robinson was at one time G.T.R. Agent at Ingersoll, Ont., & afterwards Agent of the Great Eastern Line at Detroit, which position he gave up to enter the Government railway service when A. H. Harris became Traffic Manager last year. It is said Mr. Robinson gave Mr. Harris a 5 year contract, \$7,000 a year. We are informed that it is probable the division office in St. John will be continued. It is said the duties pertaining to it will be discharged by Mr. Robertson, who has been agent of the I.C.R. at St. John for many years.

A. A. Ward, Chief Train Dispatcher at New Glasgow, has been transferred to the dispatcher's office at Moncton; L. S. Brown, of Campbellton, succeeding him at New Glasgow, & A. Dunn, of Moncton, succeeding Brown at Campbellton.

Queenston Heights Bridge.—Beatty & Co., Solicitors, Toronto, give notice that application on behalf of the Queenston Heights Bridge Co. will be made at the Department of Railways & Canals, on Nov. 21, for the approval of the Governor in Council of an agreement between this Co. & the Lewiston Connecting Bridge Co. of New York State, in relation to the bridge to be constructed across the Niagara River at Queenston Heights, under the Act of Incorporation of the Queenston Heights Bridge Co. as amended.

the Assistant Engineer on the I.C.R. some years ago.

R. H. Cushing, C.E., has been appointed temporarily assistant engineer on the I.C.R. It is said he will look after the terminal work at St. John, N. B. He was employed as Assistant Engineer on the I.C.R. some years ago.

Wm. Kingsford, C.E., who died recently at Ottawa, aged 79, was connected with the building of the Lachine Canal, the Hudson River Ry. & the Victoria Bridge at Montreal. He was also a historian, having written the "History of Canada up to the Union of the Upper & Lower Provinces in 1841."

J. McVeigh Lumsden, who died Sep. 27 at Galt, Ont., where he lived for many years after retiring from farming in that county, was a brother of H. D. Lumsden, of the C.P.R., engineering staff, & of Sir Peter Lumsden, the gallant soldier who did splendid work in India, & of the late Sir Henry Lumsden.

Collingwood Schrieber, Deputy Minister of Railways, left Ottawa at the end of September, going by the C.P.R. to the Pacific Coast, inspecting the Crow's Nest Railway en route, & intending to return by way of San Francisco. He had as guests on his private car Hon. Mr. & Mrs. Dobell, of Quebec; Mrs. L. K. Jones, & Miss Gwynne, of Ottawa.

The Editor of the Northwest Magazine writes:—"I hope that D. C. Corbin, of Spokane, in retiring from railroading, takes with him a competency. He is a man of energy, courage & mental capacity, & as a developer of new regions he has made a mark in Idaho & Washington, & also in British Columbia, which will cause him to be long remembered. When he began to build his railway to the Cour d'Alenes, there was absolutely no way of getting into that region except over a bridge-trail or by poling a boat up Pritchard Creek from the river. He afterwards opened the Trail Creek & Kootenay mining regions in B.C. by building his Spokane & Northern Ry. As a promoter of legitimate transportation enterprises, he took a high rank. He did not build railways to speculate in their stocks, but to develop the country where he lived."

beautiful things of the earth. He has one of the most valuable collections of Japanese pottery—that is to be found on the continent. Many of the specimens are very rare & of great value. Many an evening has Sir William spent painting a catalogue of his collection, reproducing on paper the rich, rare & varied tints of the pottery itself. Sir William is a many-sided man, being thoroughly posted on the various questions of the deepest material concern to the public, & being an excellent & voluble talker, an evening spent in his company is profitable & enjoyable. Personally there are few more amiable & enjoyable companions than Sir William. The public see the brusque, business side of the man, but those who enjoy social intercourse with him, recognize & appreciate his amiable, social, liberal & charitable qualities.

Spokane & Northern Changes.

In our Aug. issue, pg. 147, we gave particulars of the changes in the directors & officials of the above-mentioned line, consequent on its transfer under the control of the Great Northern (U.S.). At the end of September meetings were held at Nelson & Rossland, B.C., at which the directors of the two auxiliary lines of the system which are situated in B.C. were changed as follows:

NELSON & FORT SHEPPARD RY.—President, W. H. Thompson; Vice-President, C. Shields; Secretary-Treasurer, F. W. Robb; Directors, W. H. Thompson, F. H. Mason, A. Allen, Major Dupont & C. Shields. RED MOUNTAIN RY.—President, W. H. Thompson; Vice-President, C. Shields; Secretary-Treasurer, F. W. Robb; Directors, W. H. Thompson, F. H. Mason, J. D. Farrell, Major Dupont & C. Shields.

Mr. Thompson is Division Counsel of the G.N.R. at Seattle; Messrs. Mason, Farrell & Allen are all of Spokane, & were stockholders in the B.C. roads under the Corbin regime. Mr. Shields is already known to our readers. Mr. Robb is J. J. Hill's appointee & has his office at Spokane.

Trainmaster Cunningham of the G.T.R. at London, Ont., has resigned.

be started this year. (Official.)

Brandon & Southwestern.—It is said this charter is now controlled by D. H. Purdon, of Toronto, who was at one time Chief Despatcher of the C.P.R. at Winnipeg, afterwards Assistant to General Superintendent Whyte, of the Western Division, & still later Despatcher at Moose Jaw. Mr. Purdon is said to have been between Brandon & the International Boundary recently with a survey party, & is said to have stated that work will be gone on with at once. This line, if built, would compete with both the C.P.R. & Northern Pacific, & unless it made connection with the Great Northern (U.S.) south of the Boundary Line, would have no outlet for its wheat traffic. It has a land grant of \$6,400 a mile for 17 miles, but, of course, could not be financed on that, & we do not see how it is going to be built unless the promoter has got the Great Northern interested in it. (July, pg. 129.)

ped with the brake of the New York Air Brake Co., with notice that it was an infringement on the claims of the patent in suit. . . . If they now suffer inconvenience through being obliged to discontinue the use upon their cars of the complainant's patented device, it will not be greater than they might have anticipated."

Equipment Notes.

The Intercolonial Ry. has invited tenders for 400 box cars, 60,000 lbs. capacity, & 100 flat cars.

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lition.
The C.P.R. is building 2 dining cars in the Montreal shops, which will be unique in design & finish & will contain several new features.

The Northern Pacific has recently sent 1,000 new grain cars, of 70,000 lbs. capacity, on to the Manitoba division. A number of new locomotives have also arrived at Winnipeg. They can each haul 1,300 tons from U.S. Winnipeg to Grand Forks, Dakota.

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The Spokane & Northern Purchase.

A Spokane, Wash., paper gives the following as the facts in connection with this recent transaction. The version may or not be correct, & we simply reproduce it for what it is worth:

Some time ago the Chemical National Bank of New York began buying in the stock of the Spokane & Northern, & this operation coming to the knowledge of President Mellen of the Northern Pacific he concluded that the real purchaser was the Canadian Pacific. Just before this Mr. Hill proposed to Mr. Mellen that the Great Northern & Northern Pacific should buy the Coeur d'Alene roads jointly, & operate them for their joint account, but Mr. Mellen did not like the idea of owning the property in partnership with Mr. Hill, & declined to go into the deal. The buying of the stock by the Chemical National was brought to the notice of J. Pierpont Morgan, & he also was disposed to think it a C.P.R. move, & determined to checkmate it. He did not want to have another invasion of N.P. territory by the big Canadian corporation. So he gave orders that his own house should buy all the S. & N. stock offered on the market. Morgan's purchases soon exceeded those of the Chemical, & had amounted to a controlling interest, when it was discovered that the real buyer behind the Chemical was not the C.P.R., but

J. J. Hill, who made loud complaint when he discovered that he had been playing against his powerful friend Morgan. At about the same time reports came in from two prominent N.P. officials who had been sent out to inspect the Corbin system, & they threw cold water on it as a traffic proposition. They did not think the melon was a juicy one. Mr. Morgan concluded that he did not want the system for the N.P. & wired Mr. Hill in St. Paul that he could have it for just what it had cost Morgan & Co. Hill promptly replied he would take it, & in a few days the transfer of stock was made & the deal completed. And this is how the S. & N. becomes a branch of the G.N. instead of the N.P.

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Northern Pacific.—Work on the branch
from Belmont to Hartney, Man., is being
pushed as rapidly as possible, though it has
been somewhat delayed by wet weather. The
western terminus has not yet been definitely
decided on. (See June issue, pg. 99.)

The following

south side of Hunter street, between James & Catharine streets, & it is possible the station property will be extended. The matter has been under consideration by the T., H. & B. Board for some time. (Unofficial.)

Vancouver, Victoria & Eastern.—This line is projected to run from the Mainland coast of B.C. in the neighborhood of English Bluff, near Point Roberts, via Chilliwack, to Penticton, approximately 230 miles, thence to the Boundary Creek district, approximately 100 miles. The charter is controlled by McKenzie & Mann, & the B.C. Government has granted a cash bonus of \$4,000 a mile for the whole distance from the coast to Boundary Creek, where it will connect with the Columbia & Western, which the C.P.R. has just placed under contract, & thence with the Crow's Nest, thus affording a second through line from the Pacific Coast to the Prairies. It is believed that McKenzie & Mann have made arrangements with the B.C. Government which will ensure the immediate construction of the line from Penticton to Boundary & also a start on the work in other sections from the coast eastward. See C.P.R. map of Kootenay district presented with this issue.

See also Vancouver, Victoria & Eastern recently published

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plained above. Further information about this line will be found on page 19 of this issue. (See Jne., '98, pgs. 86 & 98.)

Great Northern (U.S.A.)—When at New Westminster, B.C., recently President J. J. Hill said the G.N. would cross the Fraser River & get into Vancouver some day, but when he could not state, adding: "Not another mile of railroad building in the West until the country is developed & actually needs the construction, & until such extension will be a business investment."

The B.C. Weekly says: "The brusque equivocations & general reticence of President Hill, on the occasion of his recent visit to Nelson & other Kootenay points, have not deceived the Kootenay public. They are well aware he did not visit their country for nothing, but instead with big schemes in view. These probably include the taking up of Mr. Corbin's projects for securing further railroad access from the South into the Kootenay & Okanagan country."

It is said the G.N. has a survey party running a line from Jennings, Montana, north, following the meanderings of the Kootenay River, & that a second party is in the Stillwater valley trying to get a line on the north fork. The objective point of both parties is said to be Fort Steele, B.C.

A Rossland, B.C., paper says the G.N. is surveying a line from Trail, B.C., on the Columbia River west to Sayward, so as to tap the Salmon River & Ymir districts, & to carry any ores from there that may be consigned to the Trail smelter, thus competing directly with the C.P.R. It is said the G.N. will put a steamer on the Columbia river between Northport, Waneta, Sayward, Trail & Waterloo, the object of which will be to carry ores from any point upon the river to either of the two smelters. The impression in B.C. is that the G.N. is going to make a tremendous effort to secure a good share of the Kootenay traffic.

It is said surveys are being made for a cut off from Milan on the G.N.'s main line, 24 miles east of Spokane, to Loon Lake, on the Spokane & Northern, 39 miles north of Spokane, which would reduce the through distance from the east to Rossland, Nelson & other B.C. points about 40 miles.

Press reports say the advisability of working the section between Leavenworth & Skykomish, 66 miles, by electricity, is being considered. The Cascade tunnel, which will be completed in about 2 years, & will be 2½ miles long, is in this section. There is plenty of water power, & the grades are not severe.

Great Northwest Central.—A petition is

Age 6. — (Jan., pg. 13).

Northern Pacific. — The Souris River branch was built last year from a point on the Brandon branch 3 miles from Belmont, to a point 46½ miles west, & it is now being operated with a regular service to Elgin, 38 miles west of the Junction. There are 3 trains a week, & a train is run to the end of the track from Elgin, whenever business will justify it, the portion of line west of Elgin being operated as a spur at present. It has not been announced what the intention is as to the extension of this line this year. — (Jan., pg. 13).

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the Government to build & run 7,000 ft. one to ply direct between St. John's and the others on the large bays, to connect with the railway at various points, & to provide steam service every fishing bay. A town will participate in the benefits of the railway, & all will be connected with the main line.

Northern Pacific & Manitoba Ry. Co.—An act is given of application to Dominion Parliament for an act to amend chap. 58 of 52 Geo. III. respecting the incorporation of the Northern Pacific & Manitoba Ry. Co. to extend the time for completing the line, & extensions authorized by that act, & to give effect to the acts therein recited & confirmed, with power to construct the same in sections, & for other purposes.

Northern Pacific, Winnipeg Terminal.—The building which comprised the Manitoba Ry. Co. station & the divisional offices of the railway, was totally destroyed by fire on the night of Feb. 7. The building was erected in 1887. The hotel portion, 7 stories high, had a volume of 276 ft. on Main st., & 212 ft. on Water st., & had accommodation for over 300 guests. The divisional offices extended along Water st. south of the hotel & there was a large train shed in rear of the hotel. The building, furniture, etc., was valued at about \$500,000, & it is said the Co. did not carry any insurance. Guests lost effects valued at nearly \$200,000. Nothing definite can be ascertained of the intention of the Co. as to rebuilding the hotel. The station & offices are likely to be rebuilt on the old plan.

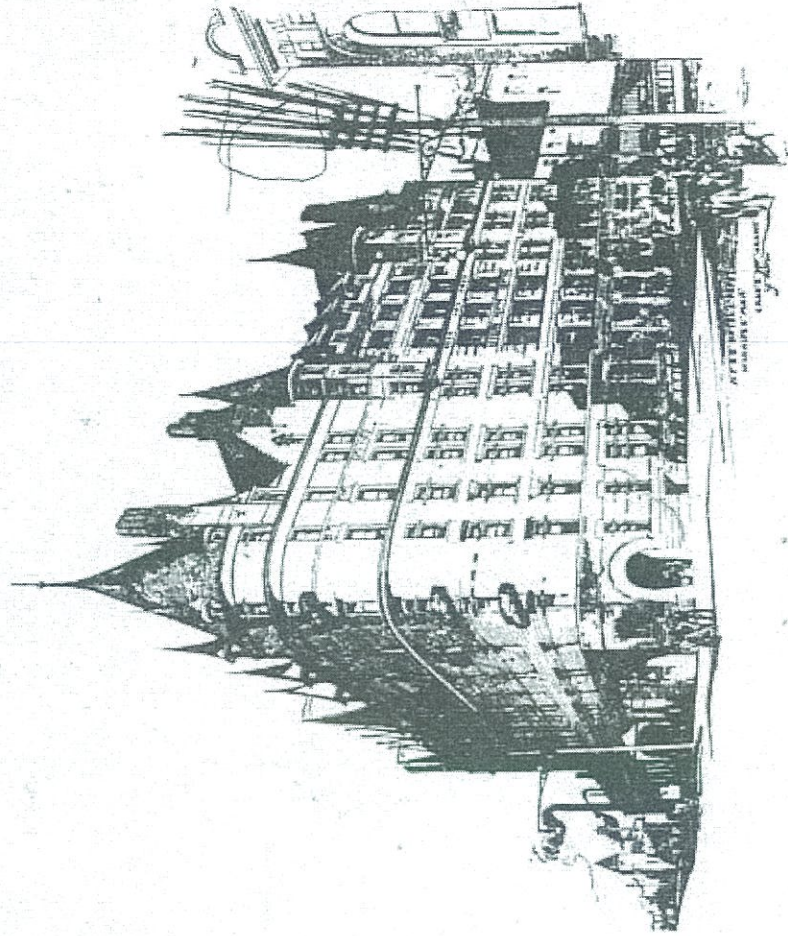
Ottawa and New York.—H. W. Gays has been appointed General Manager of this Co., & will leave New York & Ottawa R.R. Co., with

the navigability of the rivers which for some time yet must necessarily form the principal means of access to the Yukon owing to the non-construction of the railway from Stikine River to Teslin Lake. Mr. Coste does not, however, hold that the route he took is the best. "The best available route," he believes, "is via Skagway & the White Pass to Lake Bennett, & thence by the Lewes & Yukon rivers to Dawson City."

General Manager Hays, of the C.T.R., & Mrs. Hays, arrived at Nice Feb. 12. They will visit London at an early date.

The Electric Lighting of Trains.

By Robert A. Ross, E. E.



NORTHERN PACIFIC HOTEL AND STATION, WINNIPEG, BURNED FEB. 7, 1899.

essential. The several systems in practical operation may be divided into two general classes, the first where each car on the system is independent & capable of taking care of itself, & the second where each car is dependent upon some method of charging located either upon the train or at certain points along the line. The first class necessitates

those across the
River, or about 17 spans. (Feb., pg. 48.)

Northern Pacific.—The Winnipeg station & divisional offices, recently destroyed by fire, will undoubtedly be rebuilt, & it is expected the hotel will also be rebuilt, though probably on a smaller scale. It is said plans are being prepared by a Winnipeg architect, but it is not expected the building will have as many stories as the original one. (Feb., pg. 49).

Ontario & Rainy River.—A tote road is

of the Island to the U.S. shore.

Northern Pacific.—J. R. McArthur, contractor for the 50 mile branch from Belmont to Hartney, Man., commenced grading June 13, & expects to complete it by the middle of October. The Ry. Co. supplies the ties & rails. G. A. Simpson, C.E., is in charge of the work for the Co., & D. D. McArthur, the contractor's brother, is manager for him.

Ottawa Central Station.—The C.P.R. &

25 OF THE NATIONAL SYSTEM
future it will be given to the G.T.R.

Spokane Falls & Northern.—Rumor has been busy for some time past with the Corbin System, consisting of the Spokane Falls & Northern, running from Spokane, Wash., to the International Boundary, 145 miles, & thence, under the name of the Nelson & Fort Sheppard Ry., to Nelson, B.C., 60 miles, a total of 205 miles. From Northport, on the Columbia River, 18 miles south of the Boundary, a branch runs to Rossland, B.C., under the name, on the U.S. side of the line, of the Columbia & Red Mountain, 6 miles in length.

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& on the Canadian side, as the Red Mountain,
11 miles, a total of 17 miles. It was persis-
tently asserted that both the C.P.R. & the
Northern Pacific were after the system, &
then it was stated that the Northern Pacific
had secured it. It turns out that it has been
bought by the Great Northern (U.S.), & that
it will be operated as part of that system. The
road has, ever since the mining development
of the Kootenay district began, done a large
passenger & freight business, & should be on
a paying basis. It has, however, probably
seen its best days, as the C.P.R. Crows' Nest
Pass line will cut into the whole of its terri-
tory north of the Boundary Line. It is more
than likely that Mr. Corbin's failure, during
the last Dominion Session, to secure power to
extend to the Boundary Creek district, had
much to do with his decision to sell out. The
system has a bonded indebtedness of some
\$1,500,000.

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diated the statement. (June, pg. 178.)

Crow's Nest Southern Ry.—Construction work will commence immediately on this line, which will run from the coal mines at Michel, B.C., to the International boundary, 65 miles. Here connection will be made with the Montana and Great Northern Ry., which has been incorporated in the U.S., to construct a line from the Great Northern (U.S.) at Jennings, to the International boundary, about 90 miles. The survey of the B.C. portion of the line has been completed, and construction will be pushed forward with vigor. Elias Rogers, managing director of the Crow's Nest Coal Co., and one of the directors of the C.N.S.R. says that the line will be opened by next winter. It will be built simply for the purpose of carrying coal and coke, under a B.C. charter, and an agreement has been entered into with the B.C. Government regarding charges.

Some differences arose between the C.P.R. and the Crow's Nest Pass Coal Co., and as a result the C.P.R. applied to the courts for an injunction to prevent the construction of the railway. These differences, says Mr. Rogers, have now been amicably settled, and in the future there will be such co-operation between the two companies as will tend to greatly facilitate business and to promote the rapid development of the mines, smelting and other industries of the west.

The preference given to the Jennings route over the more feasible route from Kalispell, Mont., is because of the better facilities of handling the coal products of the Crow's Nest, nearly all the shipments being designed for the west. According to the articles of incorporation of the M. and G.N.R., three branch lines are contemplated: First, from Jennings in a northerly direction to the International boundary, and from a point about five miles south of the boundary and near Tobacco River southeasterly to a station on the Great Northern Ry. in the county of Flathead. Second, from Kalispell station on the G.N.R. southerly to Flathead Lake, thence southeasterly to a junction with the Northern Pacific Ry. at or near Jocko. Third, from, at or near Chester, on the G.N.R., northerly and northwesterly to near Sweet Grass Hills.

A contract for the construction of the line from Jennings to the Crow's Nest coal fields

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two years.

Great Northern Railway's Operations in Canada.

The Great Northern Ry., U.S.A., has, we are advised officially, discontinued train service over the section of its Crowsnest Southern Ry. between Fernie and Michel, B.C., 21 miles., the business offering not being sufficient to warrant the continued maintenance and operation of the line. No change has been made in the operation of the line between Fernie and Rexford, Mont. The Crowsnest Southern Ry. is the Canadian extension of a Great Northern Ry. branch starting from Rexford, Mont., crossing the international boundary at Gateway and extending to Michel, B.C. Its length from Rexford to Gateway is 9 miles, and from Gateway to Michel 74 miles, a total of 83 miles.

The G.N.R. also owns a branch line from Neche, North Dakota, crossing the international boundary near Gretna, Man., and extending to Portage la Prairie, Man., 76.67 miles, the Canadian line being operated as the Manitoba Great Northern Ry. A recent press report stated that operation was about to be discontinued over the section between Carman and Portage la Prairie, 36 miles.

June, 1900, -----
30, \$322,531, an increase of \$13,566.

Great Falls and Canada Ry.—In our last issue, pg. 198, we gave pretty complete particulars about this line, and mentioned that it was likely to be sold to the Great Northern Ry., U.S.A. We have since been informed that the transfer of the line between Sweet Grass, at the International boundary, and Great Falls, Montana, 134.37 miles, to the G.N.R., will be made in the near future. It is the intention to widen the gauge from 3 ft. to standard, and at the same time the Alberta Ry. and Coal Co. will change to standard the gauge of its connecting line, from the International boundary at Coutts to Lethbridge, 64.62 miles. The A.R. and C. Co. will continue to own and operate the Canadian section of the line above mentioned.

The Kootenay and Arrowhead Ry. Co.'s

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Northern Pacific Ry.—The past 12 months have been full of events of consequence to the Co., which have permanently affected its history and development. It has acquired within that time absolute control of the great Burlington railroad, and, with the Great Northern Ry., now holds 98% of the Burlington's capital stock, against which joint bonds of the two companies have been issued on a basis of value of 200% for the Burlington shares. The bonds so far issued amount to \$215,154,000. The success of this purchase roused the powerful interests controlling the Union Pacific, who made heavy purchases of N.P. stock in the open market, which culminated in the May corner and the Wall street flurry. These purchases, it is now generally admitted, gave U.P. a majority of the outstanding N.P. stock. Thus this great property, controlling and operating over 5,000 miles of road and earning in the 12 months to June 30 last \$32,561,000, has practically no public stock-holders, the shares being mostly held by one or the other of two great financial interests. This change in the public status of its stock, however, in no wise affects the course of its financial, revenue and operating results in the past year, which have been of peculiar interest. The increase in earnings as shown in the report is \$2,540,000, and in net is \$294,150. Figures in 1901 are based on an average of 5,100 miles of operated road, as against 4,714 in the previous year. Changes in mileage are accounted for in part by the lease effective May 31, of the Manitoba lines of 355 miles to the Provincial Government, on a rental fixed at \$210,000 for the first 10 years, and increasing at the end of each 10 years until a maximum of \$300,000 is reached. Addition of new branch lines more than offset deduction of these Manitoba lines. The new mileage is

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and New Westminster.

Vancouver, Westminster and Yukon Ry.
—J. Hendry, President, says much of the news appearing in the daily papers regarding this Co. and its project has been guesswork, and that all the definite information that can be given for publication is that parties of surveyors are in the field, and that considerable preliminary work has been accomplished.

The Vancouver and New Westminster city councils have been approached with a view to right of way being obtained, and committees have been appointed to confer with the directors.

The whole of the right of way between New Westminster and Vancouver has been acquired by the Great Northern Ry., U.S., interests, as well as the Hastings mill property in Vancouver, which it is said will be used as a terminal. It is the only water frontage of any consequence in Vancouver not owned by the C.P.R. A. J. McMillan, C.E., and R. H. Green, C.E., were in charge of the surveys on this section, which will leave New Westminster by Penitentiary gulch, and along by the gully by Burnaby lake, entering Vancouver near the sugar refinery.

Preliminary surveys have been completed for a northern extension of the line between Vancouver and Lillooet by E. B. Hermon, C.E., who reports having found a feasible route. The line will, it is expected, cross the inlet at the second narrows, skirt the shore, passing Moodyville, Point Atkinson, and Britannia landing, and up the Squamish river, going by Daisy lake, Green lake and Seaton lake into Lillooet. T. S. Gore, C.E., is engaged in making a survey from Lillooet via Quesnel to Hazelton.

The Co. has opened an engineer's office in the Templeton block, Vancouver, which is in charge of Mr. Jeffreys, of the Great Northern Ry. (U.S.) Co.'s staff. (June, pg. 177.)

Wabash Rd.—The Mayor of Simcoe, Ont.,

December
1901

DAY CAR CORNWALL, C.P.R. ROYAL TRAIN.

mostly in Washington and in North Dakota and amounted to 165 miles on eight different lines.—Railroad Gazette.

The annual meeting of stockholders was held Oct. 3, but beyond the re-election of the old board of directors nothing was done. These are: R. Bacon, E. E. Harriman, J. J. Hill, J. J. Kennedy, D. S. Lamont, C. S. Mellen, S. Rea, W. Rockefeller, C. Steele, J. Stillman, E. S. Thomas, H. McK. Twombly, G. F. Baker, D. W. James and B. Ives. This is the same board as that nominated by J. P. Morgan in the early summer as a compromise after the famous fight for control of the N.P.

Ottawa, Northern and Western Ry.—An important railway amalgamation is reported

November 1901

other company.

Northern Pacific Ry.—Reports are current that the N.P. Ry. will again enter Manitoba, and that a charter for a line from Emerson, on the international boundary, through Rosenfeld to Portage la Prairie, has been bought on its behalf. J. Fisher, who acted as solicitor for the N.P. Ry. in Manitoba, says the purchasers of the charter are southern capitalists, but denies that he has any instructions from the N.P. Ry. in reference to the matter. The charter referred to is that of the Manitoba Central Ry. Co., incorporated last session and referred to on pg. 156 of our issue of May, 1901.

Northwest Territories.—Sneaking of the

1902

to Vancouver, Victoria and Eastern Ry. and
Navigation Co.—Notice has been given that
An application will be made at the next session
ne of the Dominion Parliament for an act to ex-
ed. tend the time for the completion of this under-
taking.

T. An arrangement has been effected with the
J. owners of the Kettle Valley Lines, at Grand
ng Forks, B.C., by which the V., V. and E. Ry.
in obtains the right of way for its line and ter-
a minals in that town, the price to be fixed by
arbitration. This will practically mean the
ec- ceasing of hostilities between the two com-
to panies. At present there is an injunction
he standing against the V., V. and E. Ry. in the
nd B.C. courts and one against the Kettle Valley
on Lines in the Washington courts at Republic.

for The line between Cascade and Carson,
in B.C., 15 miles, is under construction, and it
he is expected that track will be laid in March.
en A spur 3 miles in length from Carson to Grand
ra Forks, is also under construction. J. W.
m- Stewart, Columbia, B.C., is the contractor.
he Surveys are being made for a branch from
Columbia to Granby smelter, 3 miles, and
320 for an extension of the line from Grand
on Forks to Okanagan river, 150 miles. (Jan.,
ro- pg. 5.)

1902
February

at Vancouver.

Victoria Terminal Railway and Ferry Co.—We were officially informed Jan. 11, that the extension of the Victoria and Sidney Ry. which has been acquired by the V.T. Ry. and F. Co., is $1\frac{1}{2}$ miles in length to the market building, Victoria, the terminal station, and that it would be completed by Feb. 1. The grades are not heavy, averaging $2\frac{1}{2}\%$, and the curves run about 15 degrees. The ferry steamer has been completed and has a capacity of 12 cars. Grading on the mainland has already commenced, and surveyors are locating the line, which will be about 20 miles in length. It is expected to have it completed within 18 months. (Jan., p g. 5.

The Windsor and Detroit Union Bridge
that application will be made

February
1902

1901, pg. 359.)

Vancouver, Victoria and Eastern Ry. and Navigation Co.—The question of this Co.'s charter has been called in question not only in the B.C. courts, but before the Railway Committee of the Privy Council at Ottawa. The Co. has both B.C. and Dominion charters, and the B.C. courts have granted an injunction restraining the Co. from proceeding with the further construction of the portion of the line under contract between Cascade and Carson, B.C., and certain spur lines. The in-

junction extends to Jan. 8, by which time some further action will have been taken. The V.V. and E. Ry. and Nav. Co. came before the Railway Committee of the Privy Council to secure its approval of the construction of a branch 6 miles in length to Grand Forks, B.C. Objection was then taken that there was no main line and, therefore, it could not be approved of, but when the matter again came before the Committee, Dec. 20, the C.P.R. and the Grand Forks and Republic Ry. Co. appeared in opposition, and took the ground that the charter of the Co. had lapsed owing to its having failed to commence work within the specified period of two years. In view of the injunction the hearing of the application was, on the request of W. H. Moore, solicitor for Mackenzie, Mann & Co., adjourned.

It is reported that track laying has been commenced from the Marcus, Wash., end, and that construction would be pushed through to Princeton, without waiting for any further legislation. It was proposed to construct a spur into Grand Forks from Carson, a distance of 6 miles, and a recent report stated that the towns of Grand Forks and Columbia were each to be asked to vote the Co. \$7,500 to acquire the right of way leading to the station site, the Co. to accept debentures at 90 in lieu of cash. This proposition evidently led up to the injunction. The survey parties on the route between Molson, on the International boundary, and Princeton, have given up work for the winter. (Dec., 1901, pg. 359.)

Vancouver, Westminster and Yukon Ry.
The citizens of New Westminster, B.C.,

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Victoria Terminal Ry. and Ferry Co.—

Work is reported to be progressing on the extension of the Victoria and Sidney Ry. into the proposed terminal station at Victoria, B.C., and to the connection with the Esquimalt and Nanaimo Ry. Construction has also been commenced on the mainland, where the line will be about 20 miles in length, practically a dead level, and with few curves. The line starting from Cloverdale will pass down the Delta, and approaching the coast will swing toward Ladner's Landing, passing it in the rear, but near enough to build a station in the town, then parallel to the river down to Canoe pass, which will be crossed by a bridge to Waltham where the terminus will be constructed near the cannery. The barge Georgian has been strengthened and fitted for use as a ferry to carry 12 loaded cars, pending the construction of a permanent vessel.

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A statement is reported to have been made on the authority of Mr. Pace, of the Co.'s staff, that the Co. intends to construct 350 miles of line next year between the present track end at Erwood and Edmonton, the work being carried on from both ends. The distance between these two points is about 610 miles.

The information available in Victoria and Vancouver, B.C., in regard to the statements given out in Montreal respecting the extension of the C.N.R. to the Pacific Coast and referred to in our Dec. issue, pg. 37, does not confirm the reports that an arrangement had been concluded between Mackenzie, Mann & Co., the B.C. Government and the Dominion Government. The Victoria Times says the matter has not even been considered by the Dominion Government; the Victoria Colonist awaits "further information on the subject," and bespeaks the sympathy of the people with the Commissioner of Lands and Works, Mr. Wells, in the negotiations he is now conducting, while the Vancouver World states that Mackenzie, Mann & Co. have wired that Mr. Wells has promised to submit legislation to provide a provincial subsidy of \$4,000 a mile for the proposed roads, at the session of the Local House in Jan.—only this and nothing more.

house and

Inspecting the Great Northern Ry.—
Messrs. Morley, McLeod, a son-in-law of Jno. Wannamaker, Hulm, Gowen & Beale, Philadelphia financiers, made a trip over the G.N. R. of Canada, on Oct. 22, in the private Pullman car Acantha, accompanied by Guy Tombs, G.F. & P.A. of the line. Good time was made, Hawkesbury to Joliette, 66 miles, taking 90 minutes, and Joliette to Shawenegan Junction, 55 miles, 60 minutes. Three stops were made after leaving Joliette, making the actual running time 55 minutes. The party inspected the Co.'s elevators and docks at Quebec, and then went to Montreal to look over the proposed terminals there. They expressed themselves well pleased with the line and its prospects.

With reference to the rumour mentioned in our last issue to the effect that the White Pass and Yukon Ry. intended using oil for its locomotives and steamships, we are advised by the General Manager that nothing will be done in the matter this year.

Mainly About People.

November
1901

1902, pg. 381.)

Great Northern Ry., U.S.A.—The annual report, recently issued, mentions the following among the subsidiary lines built during the past year:—Montana and Great Northern, Jennings to Gateway, Mont. (on the International boundary), 50.08 miles, opened for operation July 10, 1902; Crow's Nest Southern, Gateway to Morrissey Jct., B.C., 44.26 miles, with a spur from Morrissey Jct., to Morrissey, B.C., 4.21 miles, opened for operation on Sept. 15, 1902; Washington and Great Northern, Marcus to Boundary, Wash., 27.66 miles, and from the International boundary to Republic, Wash., 31.92 miles, opened for operation on Aug. 17, 1902; Vancouver, Victoria and Eastern Ry. and Navigation Co., from International boundary line at Rideau, B.C., to the boundary line near Carson, B.C., 14.40 miles, opened for operation on Aug. 17, 1902; a spur from the main line to Grand Forks, B.C., 1.89 miles, is under construction. The work of changing from narrow to standard the gauge of the Great Falls and Canada Ry. (now owned by the Montana and Great Northern Railway Company) from Great Falls to Sweet Grass, Mont., 134.37 miles, has been completed.

A short piece of line has been constructed connecting the lines of the G. N. Ry. at St. Vincent, Minn., with the Canadian Northern Ry. at Emerson, Man., and a traffic agreement has been entered into with the C. N. Ry. It is reported that connection will be made with the C. N. Ry. at other points on the Manitoulin border. (Nov., 1902, pg. 383.)

See also Alberta Ry. and Coal Co.; Canadian Northern Ry.

... and South Western Ry. With the

January 1903
P 21

jected line steam or agreement for an engine, was, pg. 47.)
 ntario Ry. blic Works route from that 22 1/2 and gradient, 50 miles he said in num being south; the not many pg 1 or 2; he ends of actor con- v Liskeard southerly. 5 miles of laying by rate of 25 expected to ed with the

C.P.R. to use that company's terminal facilities at North Bay and have secured running rights over the C.P.R. track from North Bay to Nipissing Jct., which would give the T. & N.O.R. connection with the G.T.R., in case the latter should lose the right to run over the C.P.R. between the points mentioned. (Mar., pg. 97.)

The Valleyfield Electric Ry. Co. has been incorporated at the current session of the Quebec Legislature. (Feb., pg. 45.)

Vancouver North, B.C., Tramline.—Two suggestions for tramlines have been projected, one for a gravity line from the highest limit to the waterfront, about half a mile, and the other for a line, about 8 miles in length, to the summit of Mount Crown. J. Balfour-Ker is interested in the first named project.

Vancouver, Victoria and Eastern Ry. and Navigation Co.—An official of the Great Northern Ry., U.S.A., is reported as saying that the Hope mountains will be crossed by the V., V. and E. Ry. by a gradient of a little more than 2%, and that the line will be constructed so as to go down through Sumas, with a branch line back to Chilliwack. The

gradient, he said, would be a little too steep to enter Chilliwack direct. (Feb., pg. 49.)

Victoria Terminal Ry. and Ferry Co.—Press reports state that it was expected to have track laid on the line between Port Guichon and Cloverdale, B.C., about 18 miles, by the middle of April. The wharf and slip for the transfer of the cars was being proceeded with and the steamer Victorian has been completed for service as a car ferry between Port Guichon and Sidney. It is also proposed to construct a line from Port Guichon to Liverpool. The Great Northern Ry., U.S.A., now holds the charter of the V.T. Ry. and Ferry Co. (Feb., pg. 49.)

The Western Extension Ry. Co. was incorporated at the last session of the Manitoba Legislature to construct a number of branch lines, and a contract entered into with the Government respecting the construction of several of the lines mentioned was ratified. The incorporators of the Co. are officials of the Canadian Northern Ry. (April, pg. 123; also under Canadian Northern Ry., April, pg. 129.)

MAY 1903

Belleville and Point Anne Ry. Co.—A. A. Ansley, W. Pinkerton, T. S. Carmen, U. E. Thompson, J. McGowan, J. W. McNab, were incorporated at the recent session of the Ontario Legislature with this title to construct a railway from the G.T.R. line in the township of Thurlow, to the shore of the Bay of Quinte at Port Ann. The capital of the company is fixed at \$50,000, and power is given to issue bonds to the extent of \$10,000 a mile. The application was made in the name of the Point Ann Ry. Co., but the title was changed by the Legislature. The line is to connect the Belleville Portland Cement Co.'s works with the G.T.R. (May, pg. 150.)

Berlin, Waterloo and Lake Huron Ry.

During the passage of the bill of the Berlin, Waterloo, and Georgian Bay Ry. Co. through the Commons its title was changed by substituting "Lake Huron" for Georgian Bay, and changing the route so that the line to be constructed will extend from Berlin to Wellesley, Linwood, and Glen Allan, thence to Goderich, Ont. Collingwood was the terminus originally proposed. (June, pg. 213.)

Brandon, Saskatchewan and Hudson's Bay Ry.—M. S. Fraser, J. D. McGregor, C. A. Young, A. C. Fraser, P. B. H. Ramsey, I. A. Osborne, C. Whitehead, T. C. Norris and J. W. Bettes, are making application at the current session of the Dominion Parliament for an act incorporating a company with this title to construct a railway from the International boundary between ranges 23 and 25 west of the principal meridian in Manitoba, via Brandon and Pas Mission to Fort Churchill or some other point on Hudson's Bay; from the International boundary between ranges 16 and 18 west of the principal meridian to the International boundary south of the Souris river; from Brandon to Neepawa; and branches not exceeding 50 miles in length. The Bill was thrown out by the Railway Committee, but was restored to the order paper by direction of the House of Commons, June 24. (Mar., pg. 93.)

a character as would warrant the use of the line for passenger traffic. E. J. Chamberlin, General Manager, is reported to have recently stated that surveys for the new line would be commenced early next winter and that construction would be proceeded with immediately thereafter. (May, pg. 145.)

Canada Central Ry.—An act was passed at the recent session of the Ontario Legislature authorizing the construction of a line, in connection with its authorized main line, from Sudbury to Toronto, passing through Scotia Jet., Fenelon Falls, Port Perry; and a line from near Montreal river, Nipissing district, easterly to the boundary between Ontario and Quebec. A resolution was passed by the Legislature authorizing the setting apart of 7,400 acres of land a mile, towards the construction of not exceeding 70 miles of railway from the head of deep water navigation on the French river, through Sudbury, to a point in Hutton tp. H. C. Hamilton, Solicitor at Sault Ste Marie, Ont., for the Consolidated Lake Superior Co., stated that this was the line for which F. H. Clergue recently asked a land grant bonus from the Government. Those interested in the line were not identical with those behind the C.L.S. Co., but included some of them; and their relations to the C.L.S. Co. would be altogether in harmony. The line would connect at Sudbury with the Manitoulin and North Shore Ry. Co.'s line. F. H. Clergue will leave shortly for England, and it is said his object is to place the Company's bonds. (Jan., pg. 19.)

Canada National Ry. and Transit Co.

By an act passed at the current session of the Dominion Parliament the Company has been given an extension of two years within which the construction of the projected railway from Toronto to Collingwood, Ont., may be commenced. (Feb., pg. 38.)

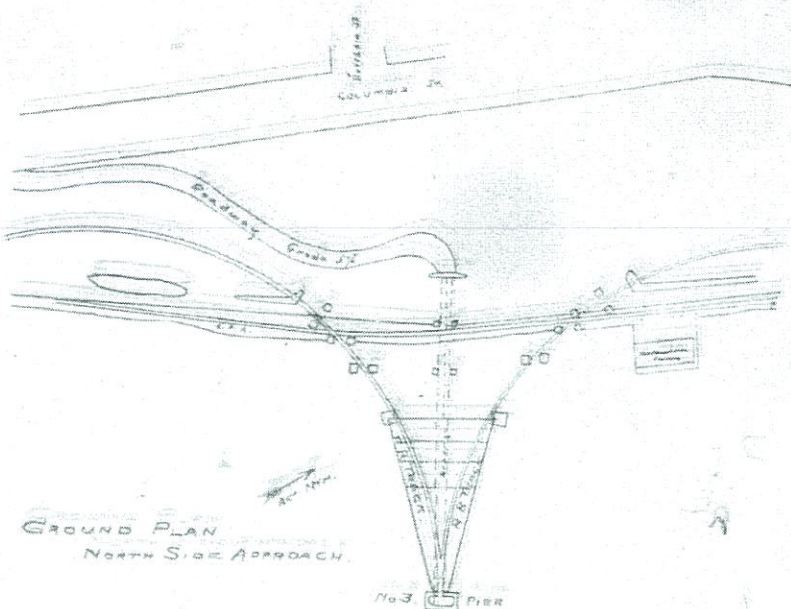
July
1903

regarding the interests of passengers, recent legislation has been directed to the protection of the servants of railway companies, and investigations are held into numerous cases of injury, fatal or otherwise, which befall railway men. A code of rules has been drawn up by direction of Parliament for the safety of the men, and further rules are at present under consideration.

There are four inspecting officers, including Mr. C. H. Yerke, whose duties are chiefly, though not entirely, confined to the inspection of new railways and tramways, or new works on railways, e.g., signal boxes, stations, sidings, junctions, etc., and to the investigation of accidents to trains. There are also two assistant inspecting officers and two sub-inspectors, whose duties are chiefly directed to the investigation of accidents to railway servants. The above staff deals with all the railways and tramways in the United Kingdom, including Scotland and Ireland. The duties are sufficiently onerous and responsible. The relations between the officers of the Board of Trade and the officers of the railway companies are of a friendly nature, and the latter do all they can to assist the former in the performance of their duties.

The Manual of Statistics.

The Manual of Statistics Co., 220 Broadway, New York, has published its 25th annual volume, which comprises within its 1044 pages, a substantial increase on its size for 1902, information, statistical and otherwise, as to railway and other transportation, and other companies as well as to general industrial and other corporations. The arrangement under the different departments is a good one, and the thumb index aids in locating the section which it may be desired to consult. In regard to the information respecting the Canadian railways and other companies included in the volume, it would be advisable that the proof sheets should be submitted to some one in Canada for correction before going to press, with a view of preventing errors, which detract from the value of the work. For instance, we note the following: On pg. 48 it is stated that the Canadian Northern Ry. Co. has issued \$7,000,000 of the \$24,750,000 of ordinary stock authorized, and has a funded debt of \$3,418,300, in respect of 1,221 miles of railway owned and leased, while the reports to the Dominion Government for the year ended June 30, 1902, show that the company had issued the \$24,750,000 of common stock authorized, and there was paid up on its debenture stock \$10,881,726, which includes the \$2,000,000 of bond grant bonds, and the \$7,501,152 of bonds, the interest of which is guaranteed by the Manitoba Government, in respect of 807.02 miles of line. On pg. 150, under the heading of the Kingston and Pembroke Ry. Co., there appears a sentence, "It was stated in 1901 that the Canadian Pacific had acquired the property," while the list of officers shows that out of the nine directors, there are one C.P.R. director and five C.P.R. officials, one of whom is Vice-President and General Manager. On pg. 151, under the Lake Erie and Detroit River Ry., it is reported that in Nov., 1902, the Pere Marquette Rd. had acquired the control of the line, and the new officers are given; while under the Pere Marquette Rd., on pg. 226, mention is made of its being "stated in Dec., 1902," that the L.E. and D.R. Ry. had been acquired in the interests of the P.M. Rd. Errors of this kind are calculated to impair the value of the work, and show the necessity of fixing a date each year, up to which the information published is obtained from the latest issued reports, with a supplement showing changes and alterations up to the date of going to press.



THE NEW WESTMINSTER END OF THE FRASER RIVER BRIDGE.

On the New Westminster side the bridge ends in a Y, the left or westerly fork of which leads to the location for a station for any new lines entering the city, while the right or easterly fork leads for Sapperton, on the way to Vancouver.

The Fraser River Bridge.

The substructure for the bridge being constructed by the B.C. Government over the Fraser river at New Westminster is almost completed, and preparations are well under way for starting the erection of the superstructure. The completed structure, of which a view of the engineer's perspective sketch is given, on pgs. 274 and 275, will span the Fraser river from near the foot of Dufferin st. to a point not far from the little Indian church on the south side of the river, above Brownsville. It will have thirteen spans, five each 160 ft. in length; one of 225 ft.; one of 380 ft.; and a swing span 301 ft., giving a passage for steamers on either side of 180 ft. Also there will be two plate girder spans, each 40 ft. wide, and one of 60 ft., at the railway track on the city side. At the south, or Surrey end, there will be a trestle approach 1,310 ft. long. The clearance under the bridge, with an average tide, will be 25 ft. This will allow steamers only that height to pass without opening the draw or swing span, but most of the small river tugs may thus pass, while even larger tugs may do so by simply having their funnels constructed so that they may be lowered, as is done in other places. The structure will be of the double-deck type, the railway track occupying the lower chord of the bridge. Where this track leaves the bridge it will pass 25 ft. above the C.P.R. track on the city shore, and the same height above the Great Northern Ry. track on the Surrey shore; and on the city shore, moreover, space is left beneath for building two tracks outside that of the C.P.R. The railway approach on the city side presents a novelty in bridge architecture, viz., a fan tail approach. From the end of the bridge proper, at the deep water pier, the railway track will branch into two, one curving westerly, the other easterly. A sketch showing this approach appears on this page. At pier no. 3 is the deepest water and a 225 ft. span. Over this pier the girders are 24 ft. centres, while on no. 2 pier, nearer shore, the fan spread has extended to 155 ft., no. 2 pier being a double pier, in shallow water near shore. On

the south, or Surrey side of the river, the railway approach will be on a high embankment or trestle, curving east from the bridge. The grades of the approaches will be compensated. Where the track crosses the C.P.R. it will be 25 ft. above it, but at a distance of 700 or 800 yards it reaches the level of the C.P.R. track on Front st., about the Brackman-Ker wharf, the level to the east being reached beyond the penitentiary. On the south side the level is reached on neutral ground, where connection is made with the tracks of the G.N.R. or any other railway seeking to cross the river at this point. The highway for wagons and other vehicular traffic will be on the upper deck of the bridge, with the usual clearance of 25 ft. above the railway track. On the shorter spans this deck will be on the upper chord, and on the longer spans it will be about mid-height. On the city side this highway does not follow the curves of the railway tracks beneath, but, on leaving the bridge proper at no. 3 pier, goes straight ahead and strikes the bank of the Pleasure Grounds, about 50 ft. above the level of Front st., and nearly as much below the level of Columbia st. at that point.

The substructure possesses a number of features of interest. Piers 1 and 2 are double, making seventeen piers, exclusive of the abutments and pedestals on the shore. The borings failed to discover solid rock bottom within reasonable depth. The water at no. 3 pier was found to be 80 ft. deep at low tide, and as the foundations of this pier are sunk in the river silt 35 ft. this makes the distance from the surface of the river at low tide to the bottom 135 ft., one of the deepest foundations sunk in America. On this is built a stone pier 35 ft. high, and on this, in turn, is a truss 30 ft. high, so that from the extreme top of the bridge to the bottom of this pier the distance is 245 ft. The pressure of the water at the bottom of the caisson used in sinking the foundation is too great for man to work at that depth, either in diving suits or by pneumatic process, being about 52 lbs. a square inch. The necessary excavating, therefore, is being done by open dredging system. The caissons are built on shore, of

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August

it is considered too low.

Brandon, Saskatchewan and Hudson's Bay Ry.—On the reconsideration of the application for the incorporation of a company with this title the Railway Committee of the House of Commons reduced the capital stock to \$1,000,000, limited the bonding powers to \$15,000 a-mile, and refused to authorize the construction of a branch to the Souris river. The line authorized to be constructed extends from the International boundary between ranges 23 and 25 west of the principal meridian in Manitoba, via Brandon and Pas Mission to Fort Churchill, or some other point on Hudson's Bay; and the company is authorized to enter into an agreement with the Canadian Northern Ry. or any other railway company for amalgamation. (July, pg. 233.)

Brockville and Northwestern Ry.—Can

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1903

FEB., 1903.]

THE RAILWAY AND SHIPPING WORLD.

45

and to Chilliwack with power to erect a bridge over the Fraser river.

Nipissing and James Bay Ry.—Application will be made next session of the Dominion Parliament for an extension of time for the construction and completion of the authorized lines. (Aug., 1902, pg. 266.)

South Colchester Ry.—Surveys have been

Mann & Co. put a force at work on the grade between New Germany and Caledonia, clearing it up and finishing the work. Track will not be laid until the spring. (April, 1900, pg. 115.)

Ontario Electric Ry.—Press reports state that surveyors have been three times over the proposed route of an electric railway between Cornwall and Toronto, and that

and tracklaying and ballasting will be commenced in the spring. It is expected that the whole of the 23 miles to Maniwaki will be completed by Sept. or Oct. (Nov., 1902, pg. 385.)

Oxford Jet. to Five Islands.—A number of meetings have been held in South Colchester county agitating for the construction of a railway from Oxford Jet. on the I. C. R., to Five Islands and thence to Truro, with a spur from

way, from L'Epiphanie via St. Jacques l'Achigan to Rawdon. (Sept., pg. 313.)

Crow's Nest Southern Ry. Grading has been practically completed on the extension of this line from Morrissey to the bank of the Elk River at Fernie, B.C., and tracklaying was expected to be commenced by the end of Oct. The bridge across the Elk River is under construction. It is reported that the line will be extended to Michel, and that work on the extension will be gone on with early in the new year. A further report states that it is intended to carry this line to a junction with the Alberta Ry. and Irrigation Co.'s line, and that survey parties are in the field at various points between Lethbridge and the Crow's Nest Pass.

Dominion Atlantic Ry. A press report states that the company proposes to erect a 200-room hotel at Digby, N.S., to accommodate the increasing tourist travel at that point.

Egerton Tramway Co. The newly completed line of the Egerton Tramway Co., from Westville to Trenton, N.S., was opened for public traffic Oct. 11. The line is 8½ miles long, excluding turnouts, and extends from Westville, along Drummond road to Asphalt, thence to the main street of Stellarton; following the highway the line passes the old Albion mines to the Allan mine, where it enters a private right-of-way across the Acadia Coal Co.'s property, in order to avoid heavy gradients, and proceeding, crosses the East River on a pile bridge 600 ft. long, and reaches Provost St., New Glasgow, where the line branches out, one branch leading to the railway station, and the other leading to the Nova Scotia Steel Co.'s works at Trenton. The line has easy curves and gradients, the gradient in one case only exceeding 5". The construction work was commenced at Trenton, May 21. The power house and car barn are situated at Stellarton, adjoining the river, and a siding and trestlework have been constructed from the I.C.R., so that coal may be brought in by rail and delivered in front of the boilers with practically no handling. The equipment at the power house consists of three 125 h.p. boilers, two side-crank engines connected to generators of the multipolar compound type, 125 k.w., and two 75 in. centrifugal fans, each driven by 6x6 engines. There are also installed an induced draft system and fuel economizers for the furnaces. The car barn is 32 by 135 ft., built of wood on a stone foundation. It is fitted with a pit for the repair of cars. The company proposes to give a half-hourly service. It has installed a private telephone service between its car barn, power house and all turnouts.

The company was incorporated by the Nova Scotia Legislature, Mar. 27, 1902, the provisional directors being: W. P. McNeil, C. A. Grant, of New Glasgow; C. Fergie, of Westville. The principal promoter, however, was C. Flaherty, of Boston, Mass. The directors and officers are—President, R. T. MacBreith, Halifax; Treasurer, G. Perry, Boston, Mass.; other directors: W. F. Rogers, C. Warren, of Boston, and M. Reynolds, of Halifax. The company has power to construct electric railways generally throughout Pictou county, and by an amendment to the act obtained in 1903, was given power to operate steamboats between New

Glasgow, Abercrombie, Lyons Brook and Pictou Landing, or between any two of them. (June, pg. 185.)

Flathead Valley.—Two syndicates interested in coal lands in the Flathead River valley, adjacent to the lands of the Crow's Nest Coal Co., are negotiating for the construction of a railway into the valley to open up their lands. Press reports state that the two syndicates propose to hand over to the projected company 6,400 acres of land in consideration of its constructing a railway and establishing coke ovens. D. C. Corbin is reported to be the principal promoter.

CROSSEN CAR MFG. CO.

OF

Cobourg, Limited

MODERN HIGH-CLASS

ROLLING STOCK

Passenger ——— Freight
and Electric Railway

Ruggles' Rotary Snow Plows

Car Castings, Forgings and Repair Parts

November
1904

way, from L'Epiphanie via St. Jacques d'Achigan to Rawdon. (Sept., pg. 313).

Crow's Nest Southern Ry. Grading has been practically completed on the extension of this line from Morrissey to the bank of the Elk River at Fernie, B.C., and tracklaying was expected to be commenced by the end of Oct. The bridge across the Elk River is under construction. It is reported that the line will be extended to Michel, and that work on the extension will be gone on with early in the new year. A further report states that it is intended to carry this line to a junction with the Alberta Ry. and Irrigation Co.'s line, and that survey parties are in the field at various points between Lethbridge and the Crow's Nest Pass.

Donlinton Atlantic Ry. A press report states that the company proposes to erect a 200-room hotel at Digby, N.S., to accommodate the increasing tourist travel at that point.

Egerton Tramway Co. The newly completed line of the Egerton Tramway Co., from

The company was incorporated by the Nova Scotia Legislature, Mar. 27, 1902, the provisional directors being: W. P. McNeil, G. A. Grant, of New Glasgow; C. Fergie, of Westville. The principal promoter, however, was C. Flaherty, of Boston, Mass. The directors and officers are:—President, R. T. MacBreith, Halifax; Treasurer, G. Perry, Boston, Mass.; other directors: W. B. Rogers, C. Warren, of Boston, and M. Reynolds, of Halifax. The company has power to construct electric railways generally throughout Pictou county, and by an amendment to the act obtained in 1903, was given power to operate steamboats between New

Glasgow, Abercrombie, Lyons Brook and Pictou Landing, or between any two of them. (June, pg. 185.)

Flathead Valley.—Two syndicates interested in coal lands in the Flathead River valley, adjacent to the lands of the Crow's Nest Coal Co., are negotiating for the construction of a railway into the valley to open up their lands. Press reports state that the two syndicates propose to hand over to the projected company 64,000 acres of land in consideration of its constructing a railway and establishing coke ovens. D. C. Corbin is reported to be the principal promoter.

CROSSEN CAR MFG. CO.

OF

November 1904

for the closing of certain streets and for protecting the interests of various persons.

Vancouver, Victoria and Eastern Ry. and Navigation Co.—Tracklaying has been completed on the extension from Grand Forks to Phoenix, B.C. The three-span Howe truss bridge over the north fork of the Kettle River has been completed, and the track laid on the spur into the Granby smelter. A feature of the line is the trestle bridge over Deadman's gulch, near Phoenix, 165 ft. high. The maximum gradient is 3%. The line, which is 30 miles in length, was expected to be completed by the end of Nov. A spur line of about a mile is being constructed from Phoenix into the Rawhide mine.

J. C. Eden, Assistant General Traffic Manager, Great Northern Ry., Seattle, Wash., which company is building the V. & E. Ry., recently went through the Boundary country, and in an interview stated that there were no insuperable difficulties along the whole route, in fact it is all comparatively easy to the coast after Anarchist Mountain is passed west of Midway. To overcome that mountain there is a choice of three routes, one involving a deflection of 65 miles south, another of 25 miles, and one through the mountain by a succession of tunnels. It is probable that choice will be made of the second route, which carries a little less than 1% gradient. The line is now located six miles west of Oro. From there westward there is nothing done on location. Not far from Midway contractors' outfits are in readiness to begin grading westward as soon as orders are received from headquarters. Oro is the last point touched south of the boundary, from whence the line turns sharply northward into the Similkameen. Oro is about 30 miles westerly from Midway. (Sept., pg. 317.)

December
1904

to completion (Mar., pg. 90.)

Vancouver, Victoria and Eastern Ry.
The extension from Grand Forks to Phoenix B.C., was inspected by W. McCarthy, Dominion Government Inspecting Engineer, at the end of Feb., and a passenger train service was placed in operation Mar. 5 (Mar., pg. 93.)

Vancouver Trust and Loan Co. Administration

MARCH
1905

valley.
Vancouver, Victoria and Eastern Ry.—Ap-
 plication is being made at the current session
 of the Dominion Parliament for an act to
 declare the company to be one under
 the jurisdiction of the Dominion Parliament,
 and authorizing the construction of a line
 from Oliver, on the line of the Victoria
 and Central Ry. and Ferry Co.'s line, to Liver-
 more and the Fraser River Bridge; the mak-
 ing of connections with lines operating in
 the State of Washington, and the Vancouver,
 Kamloops and Yukon Ry.; the Victoria
 and Central Ry. and Ferry Co., and the New
 Westminster Southern Ry. An extension
 of the line for the completion of the lines is also
 being asked.

Several survey parties are reported to be
 in the field at different points, and J. H. Ken-
 nedy, Chief Engineer, was recently reported
 as visiting those working in the vicinity of
 Mission and Keremeos, B.C. A num-
 ber of contractors' engineers are also in the
 district looking over the ground. (April,
 1905)

Orders by the Railway Commissioners.

The following orders have been issued by

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June 1905

(pg. 351.)

Great Northern Ry. (U.S.)—A line has been practically completed from Starkweather, N.D., to the International boundary near Turtle Mountain, and press reports state that the line will be continued to Brandon, Man., under a Canadian charter. A charter was obtained from the Manitoba Legislature in 1903 by C. S. Mellen, H. P. Upham, C. E. Hamilton, J. S. Ewart and Jas. Fisher, under the title of the Midland Ry. Co. of Manitoba, to construct a network of lines in the province including one from Brandon southerly to the International boundary. (July, pg. 281.)

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October 1905

ing the present situation. The city has been asked to approve extra space the city has been asked to approve of the closing of Newport St. (Sept., pg. 409).

Vancouver, Victoria and Eastern Ry.—J. J. Hill, President, stated recently at Vancouver, B.C., that the V., V. and E. Ry. would be commenced at once and pushed forward towards Vancouver, the point at which construction would be commenced would be Cloverdale.

In the annual report of the Great Northern Ry. (U.S.) just issued the following facts are given in connection with the line under construction in British Columbia as the V.V. and E. Ry., and in Washington, U.S., as the Washington and Great Northern Ry.: The grade for the Washington and Great Northern Ry. line from Curlew, Wash., to the International boundary at Midway, referred to in last year's report, was completed during the year, but work was then stopped pending passage of an act by the Canadian Parliament granting the V.V. and E. Ry. the right to connect at the International boundary with the W. and G.N. Ry. lines. These matters having been satisfactorily adjusted, in spite of the strenuous opposition of competitors, work has been resumed since the close of the fiscal year, and tracklaying on this line is now in progress.

Line from the International boundary at Midway, via Molson and Oroville, to Keremeos, B.C., 96 miles. Of this line 49 miles within the United States are being built by the W. and G.N. Ry., and 47 miles in British Columbia by the V.V. and E. Ry. The latter com-

November 1905

tion from Yakh. The line is 140 miles in length, of which 18 miles are located in Washington and 122 in Idaho. The line has been surveyed from the International boundary to Hoodoo valley, 90 miles, and is under survey from the latter point to Spokane. The maximum gradients are 26 ft. to the mile, and the sharpest curves on the heavy grade divisions only are 10°, elsewhere the curvature is light. Grading is in progress from the boundary line to Pack River, Idaho, 60 miles. E. J. Taber is Chief Engineer in charge of the work, the contractors being Winters, Parson & Boomer, Twohy Bros., of Spokane, Wash., and Grant, Smith & Co., Chicago, Ill., for the grading, and H. J. Skinner of Spokane, for the bridge construction. (Oct., pg. 461).

Temiskaming and Northern Ontario Ry.—Tracklaying on the extension northerly from New Liskeard to Lake Abitibi has been resumed, the bridge at the second crossing of the Blanche River having been completed. It is expected that about 50 miles of track will have been laid by the end of the year.

The commissioners for the construction of this railway at a recent meeting decided that the location of the uncompleted portion of the line should be moved back several miles from the original line decided upon, viz., along the Black and Abitibi Rivers. The new location will be a less extensive one to construct than that previously decided upon.

C. B. Smith, Chairman of the Commission, returned to Toronto, Nov. 6, from a trip to Europe, where he had been looking into what had been done in the way of demonstrating the successful operation of long distance railways by high tension electric currents. He says, so far as he was able to learn, electrification of the roads had been followed by a betterment of the service and more comfortable cars. If it were finally determined to adopt electricity as a motive power it was probable that the power development plant would be constructed near Mountain Falls, on the Montreal River. The electrical equipment of the line, it is estimated, will cost about \$1,000,000. (Oct., pg. 461).

Toronto, Hamilton and Buffalo Ry.—Plans have been prepared, and are under consideration, for the enlargement and rearrangement of the T., H. and B. yards at Brantford, Ont. Six additional tracks will be laid, thus doubling the present capacity, and to provide the extra space the city has been asked to approve of the closing of Newport St. (Sept., pg. 409).

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pany has just completed the location of an extension from Keremeos to Princeton, 40 miles, and work will be begun as soon as possible. It is hoped to complete the line to Princeton by July 1, 1906, but a great deal of the work is very heavy. This line when completed will open up the Boundary country, rich in mineral resources, and the development of a heavy ore traffic is expected. Surveys for the extension of the V.V. and E. Ry. from Princeton through the Hope Mountains and the valley of the Fraser River to Vancouver, B.C., are being made.

The legislation referred to in the report of the G.N. Ry., gave the V.V. and E. Ry. power to connect its line with the lines of the W. and G.N. Ry., at the International boundary, wherever the physical characteristics of the country render construction in B.C. impossible, subject to the approval of the Government. An order-in-council was passed July 28, giving effect to the legislation in the following terms:—"On a memorandum dated July 28, 1905, from the Minister of Railways, representing that by an act passed during the session of Parliament now closed respecting the V.V. and E. Ry. and Navigation Co. it was provided as follows: The company may, at such points on the International boundary line, between the west bank of the Similkameen River and the Columbia River, as the Governor-in-Council deems expedient, for the purpose of avoiding difficulties in construction, make connections with duly authorized United States railways. The Minister further represents that the company have submitted for approval a route map in revision of that already approved by the Minister of Railways and Canals under section 122 of the Railway Act, which is for a line wholly within Canadian territory, such revised maps showing two points of crossing of the United States boundary between which the proposed line will be run for a distance of 46 miles through American territory. They state that the difficulties they wish to avoid comprise an increased summit of 300 ft. on one mountain, and of 1,150 feet on a certain pass, also 10 miles of excessively expensive work along rock bluffs where it is well nigh impracticable to build, and a crossing of a creek 1,200 ft. wide and 300 ft. deep. The Minister also represents that under date July 26, the Chief Engineer of the Department of Railways and Canals has reported with regard to these statements, that as both the statements made indicating the almost impracticable character of the route through Canada, and the information shown on the route map were prepared by Mr. Kennedy, the Chief Engineer of the railway, a gentleman of high character, the route map submitted may reasonably be approved. The minister recommends that in pursuance of the aforesaid statutory provision approval be given of the making of connections with United States railways, as so provisionally authorized at the two points shown as 'A' and 'B' respectively on the said revised route map."

On Oct. 12, the section of the line from Curlew to Ferry, Wash., was opened for freight traffic. Ferry, Wash., is on the bank of the Kettle River, directly opposite Midway, B.C. At the end of Oct. the employees of the contractors for the V.V. and E. Ry. construction met with opposition from the C.P.R., on their reaching the lands of the Columbia and Western Ry. The C. and W. Ry. at present has its westerly terminus at Midway, but is projected, and preliminary surveys, at any rate, have been made to Penticton. The matter was taken to the courts at Victoria,

Nov. 3, withdrawn were received arrival of police was to press Midway struct a the same rate, it still further pg. 461

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In connection with this line J. J. H. (U.S.), couver, with it, plans. at once houses on a to On the will lay the wha

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Nov. 3, after a skirmish the V.V. and E. men withdrew, but the conflicts between the gangs were renewed on subsequent days after the arrival of reinforcements, and extra forces of police were brought into the district Nov. 10 to preserve order. A third company—the Midway and Vernon—is in the field to construct a line from Midway westerly through the same territory as far as Rock Creek at any rate, its objective point being Vernon. This still further complicates the situation. (Oct., pg. 461).

See also C.P.R. Betterments, Construction, etc., and Midway and Vernon Ry.

Vancouver, Westminster and Yukon Ry.—

In connection with the projected extension of this line from Vancouver towards the Yukon, J. J. Hill, President Great Northern Ry. (U.S.), stated in an interview at Vancouver, that the G.N. Ry. had nothing to do with it, and he did not know anything of its plans. The company proposes to commence at once the erection of wharves and warehouses on the waterfront at New Westminster, on a total area of seven and a half water lots. On the completion of the work the company will lay a track or tracks from its railway to the wharves and warehouses. (Oct., pg. 461).

White Pass and Yukon Ry.—Reports from the Yukon Territory state that V. I. Hahn, Chief Engineer W.P. and Y. Ry., is making a survey in the Windy Arm district, with a view of constructing a loop line so as to connect with Toochii and Conrad City. No decision had been reached, it was stated, when construction was to be started, or as to how it was proposed to run the loop.

November
1905

pg. 539).

Columbia and Western Ry.—The town of Midway has recently been the scene of a conflict between the construction forces of the C.P.R. and of the Great Northern Ry., U.S., while the representatives of the Midway and Vernon Ry. looked on. The C.P.R., through its subsidiary, the Columbia and Western Ry., and the G.N.R., through its Vancouver, Victoria and Eastern Ry. charter, and the M. and V. Ry. Co. have all power to construct lines through pretty much the same territory, for some considerable distance from Midway. The C.P.R. and the G.N.R. contractors' employes got into several fights just outside Midway, and the Provincial Police interfered. The C.P.R. land agent and the foreman were arrested Nov. 10, but were subsequently released on remand. The courts at Victoria were appealed to, and the V., V. and E. Ry. obtained an order in its favor, but it was subsequently found that it did not cover the particular piece of ground that the fighting had been about. Expropriation proceedings have been commenced for this piece, and meanwhile both contractors have withdrawn their men and the police court proceedings have been dropped. See also Midway and Vernon Ry., and Vancouver, Victoria and Eastern Ry.

A Slight Change of Name.

December
1905

and sidings, necessary for a Union station, and to issue bonds and other securities in connection with the undertaking. Power will also be asked to take over the present Union Station, to give power to the G.T.R. to transfer the same, and to authorize the G.T.R. and the C.P.R. to hold stock in the company and to guarantee its bonds. The notice of the application is signed by W. H. Biggar, General Solicitor for the G.T.R.

Vancouver, Victoria and Eastern Ry.—The lines belonging to this company at present in operation in British Columbia, are 45.87 miles in length as follows:—Grand Forks to Granby Smelter, 4.75 miles; Grand Forks to Phoenix, 24.62 miles; International boundary line at Laurier to International boundary line at Danville, including spur into Grand Forks, 16.50 miles. South of the International boundary the line connects with the Washington and Great Northern Ry., which is operated by the Spokane Falls and Northern Ry., a subsidiary of the Great Northern Ry., U.S., as well as the V., V. and E. Ry. This line runs from Marcus, Wash., to the International boundary near Laurier; from the International boundary near Danville to Republic, and from a point north of Republic to the International boundary near Midway, B.C. There are now under construction the following lines under the V., V. and E. charter, with connections with the W. and G. N. Ry. on the Washington state side of the boundary:—From Midway to Molson, 29 miles; from International boundary to Princeton, 59 miles; Cloverdale to Sumas on the west side of the Cascade mountains, about 27 miles; total, 115 miles. The contractors are Siems and Shields, St. Paul, Minn. The officers of the company are:—President, J. Hendry, Vancouver, B.C.; Vice-President, L. W. Hill, St. Paul, Minn.; Secretary, J. Jeffrey; Treasurer and Assistant Secretary, E. Sawyer; Chief Engineer, J. H. Kennedy, Grand Forks, B.C.; controller, J. G. Drew. (Dec., 1905, pg. 569.)

West Canadian Collieries Co.'s Line.—A spur line, 2,850 ft. in length, of double track,

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MARCH
1906

RAILWAY DEVELOPMENT.

Projected Lines, Surveys, Construction, Betterments, Etc.

Atlantic, Quebec and Western Ry.—Some track has been laid on the line constructed from the Atlantic and Lake Superior Ry. at Paspebiac, Que., towards Gaspé, and it is hoped to have the first 15 miles completed this year. (Sept., pg. 405).

Bella Coola to Telkwa River.—Application will be made next session of the British Columbia Legislature for an act incorporating a company to construct a railway from the mouth of Bella Coola River, at the head of Burke Channel, following the Bella Coola River for 30 miles, thence north-easterly to Fraser Lake, thence eastward to Port George on Fraser River, and westerly along the south shore of Fraser Lake to the Bulkley Valley, at the mouth of the Telkwa River, with branch lines. A. P. Luxton, solicitor, Victoria, is acting for the applicants.

Brandon, Saskatchewan and Hudson's Bay Ry.—According to press reports from Winnipeg, the Great Northern Ry., U.S., has secured the charter to construct this railway. Further reports state that L. Hill, 1st Vice-President Great Northern Ry., U.S., crossed into Manitoba from St. John, N.D., recently, in an automobile, and went over the proposed route to Brandon, Man. He also visited Portage la Prairie, and returned into the U.S. by way of Gretna.

The company was incorporated by the Dominion Parliament in 1903, the provisional directors named in the act being M. S. and A. C. Fraser, J. D. MacGregor, K. Campbell, P. B. H. Ramsay, J. A. Osborne, C. Whitehead, T. C. Norris, of Brandon; C. A. Young, and J. W. Bettes, of Winnipeg. The company was authorized to construct a railway from a point on the International boundary between ranges 23 and 25 west of the principal meridian north-easterly to Brandon, thence to tp. 29, where it connects with the second meridian west, thence through ranges one to six west of the second meridian, to tp. 48, thence in a northerly direction to Pas Mission, Sask.

Location plans have been approved by the Board of Railway Commissioners for the construction of a line from sec. 1, tp. 7, range 20, west of the first principal meridian, to sec. 17, tp. 9, range 19, w.p.m. This represents a line from a point about four miles east of Souris, Man., north-easterly to a point north of the Brandon Hills.

The surveys have all been completed and the line is under construction. It starts at

Brandon and runs south-easterly through Carrot, Minto and Boissevain, Man., connecting with the Great Northern Ry., U.S., at range 17 on the International boundary. It is expected to keep one or two steam shovels working all winter at the crossing of the Souris River, where there is a good deal of heavy work. This portion of the line will be about 70 miles long, and is expected to be completed early in the summer of 1906. P. E. Thain is Chief Engineer.

The officers and directors are: President, K. Campbell, Brandon; Vice-President, J. Fisher, K.C., Winnipeg; Treasurer, A. C.



S. N. PARENT, K.C.

Chairman National Transcontinental Railway Commission

Fraser, Brandon; other directors: M. S. Fraser, J. D. MacGregor, P. H. B. Ramsay, Brandon; T. C. Norris, Griswold, Man.; A. C. Ewart, Winnipeg.

Copper River to Telkwa River.—Application will be made next session of the British Columbia Legislature for an act incorporating a company with this title to construct a line from Copper River on the Skeena River, B.C., to Telkwa River, Bulkley River, B.C., with power to operate ferries and steamers, construct wharves, etc. Bodwell and Lawson, solicitors, Vancouver, are acting for the promoters.

APR., 1906]

THE RA

road, Victoria, B.C.; 1900 to Dec. 31, 1905, with the White Pass and Yukon Route as agent successively at Bennett and White Horse, and latterly as General Agent at Dawson

James J. Hill never lost interest in Canada, says the Toronto Globe, and it is not surprising that despatches have just connected his name with a number of important railroad extensions from his own system, the Great Northern, into the Canadian Northwest. James J. Hill was born near Guelph, Ont., in 1838, of Scotch-Irish descent. Early in life he left the farm to enter business life in Minnesota. His career as a transportation man commenced in 1856 as agent of the Northwestern Packet Co. In 1865 he embarked in the fuel supply and transportation business, establishing in 1870 the Red River Transportation Co., which was the first to open up communication between St. Paul and Winnipeg. In turn he secured control of the St. Paul and Pacific Ry., and reorganized the St. Paul, Minneapolis and Manitoba Ry., being its General Manager from 1879 to 1882. It became part of the Great Northern system in 1890. From 1883 to 1893, Mr. Hill devoted himself to the building of the Great Northern Ry., extending from Lake Superior to Puget Sound, and he is now President of that system, and looking to Canada as the most promising field of development.

F. P. Gutelins, who has been appointed Assistant Chief Engineer, C.P.R. Eastern

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April 1906

Great Northern Ry. (U.S.) in Canada.

The daily newspapers in Canada, and a number in the United States have, for some time past, been discussing the extensive railway building and chartering in Western Canada—and more particularly along the International boundary—and have been constructing on paper, not only a large number of branch lines destined to divert the produce of the west from Canadian to U.S. lines, but another transcontinental line in Canada, for the Great Northern Ry. (U.S.). Much of this activity of construction and chartering of new lines is said to be due to the competition of the C.P.R. and the G.N. Ry., and to be a measure of retaliation by the G.N. Ry. for the recent extension of the Minneapolis, St. Paul and Sault Ste. Marie Ry.—a C.P.R. controlled line—in the Dakotas, and the persistent opposition of the C.P.R. to the construction of the Vancouver, Victoria and Eastern Ry.—a G.N. Ry. subsidiary—in British Columbia.

The Great Northern Ry., which has its eastern termini at St. Paul and Duluth, Minn., extends to the Pacific coast at Spokane, Wash., and, including branches, has a length of about 6,000 miles. The main line for the greater portion of the distance is almost parallel with the International boundary, but from 50 to 100 miles south, and is connected at Emerson and Gretna, Man., with Canadian lines. There are also branch lines running northerly, terminating at Roseau, Minn.; Walhalla, Hannah, Sables, north of Starkweather, St. John, Dunseith, Antler, Maxbass and Sherwood, N.D. The Great Falls and Canada Ry., extending from Great Falls to the International boundary at Sweet Grass, Alta., was acquired from the Alberta Ry. and Coal Co., in 1902, and was made a standard gauge line the same year, as was also the A. Ry. and Coal Co.'s line from Sweet Grass to Lettbridge, Alta., thus giving another connection at the border. In B.C., however, the G.N. Ry., through subsidiary companies, has a large interest in the following mileages:

	Miles.
CROW'S NEST SOUTHERN RY.—Swinton to International boundary, where it connects with the G.N.R. system.	43.80
BEDLINGTON AND NELSON RY.—From Kuskonook to International boundary, where connection is made with G.N.R. line to Bonnar's Ferry, Wash.	15.30
KASLO AND SLOCAN RY.—This is connected by the International Navigation and Trading Co.'s steamers on a 45 mile run with the B. and N. Ry. at Kuskonook.	31.80
NELSON AND FORT SHEPHERD RY.—From Five Mile Point to International boundary.	55.42
RED MOUNTAIN RY.—From Rossland to International boundary.	9.59
VANCOUVER, VICTORIA AND EASTERN RY.—Laurier to Grand Forks, Grand Forks Jet. to Bonville, Grand Forks to Phoenix.	59.10

June 1906

British Columbia.

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	Miles.
Crow's Nest Southern Ry.—Swinton to International boundary, where it connects with the G.N.R. system.....	43.80
Bedlington and Nelson Ry.—From Kuskonook to International boundary, where connection is made with G.N.R. line to Bonmar's Ferry, Wash.....	15.30
Kaslo and Slocan Ry.—This is connected by the International Navigation and Trading Co.'s steamers on a 45 mile run with the B. and N. Ry. at Kuskonook.....	31.80
Nelson and Fort Shepherd Ry.—From Five Mile Point to International boundary.....	55.42
Red Mountain Ry.—From Rossland to International boundary.....	9.59
Vancouver, Victoria and Eastern Ry.—Laurier to Grand Forks, Grand Forks Jet. to Danville, Grand Forks to Phoenix.....	53.10
These three lines are being operated by the Spokane Falls and Northern Ry., a G.N. Ry. subsidiary.	
New Westminster Southern Ry.—South Westminster to Douglas, on International boundary, where connection is made with G.N.R. line to Seattle, Wash.....	24.10
Vancouver, Westminster and Yukon Ry.—New Westminster to Vancouver.....	14.00
Victoria Terminal Ry. and Ferry Co.—Cloverdale to Port Guichen, and 1.14 miles in Victoria.....	18.40
Victoria and Sydney Ry.....	16.26
	278.77

These four lines give the company a direct line between Seattle and Victoria, through New Westminster, and over the leased Fraser River Bridge to Vancouver.

The company at the present time makes connection with Canadian lines at three points of the International boundary, and through its own subsidiary lines runs its trains across the boundary at six other points—operating in connection therewith 1,000 miles of track, and 45 miles of steam, will remain. It is engaged in constructing

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couver, Victoria and Eastern Ry., in B.C., and as the Washington and Great Falls Ry. in Washington, a line between Grand Forks and Vancouver. It was over this line that the great fight with the C.P.R. as owners of the British Columbia and Southern Ry. took place in the House of Commons in 1905. In the end Parliament granted permission to the V., V. and E. Ry., at such points as the contour of the country made it necessary, to connect its lines with those of a U.S. company, and directed that the plans be subject to the approval of the Board of Railway Commissioners. The other piece of construction work in which the company is engaged in Canada, is under the charter of the Brandon, Saskatchewan and Hudson's Bay Ry., the section under construction extending from Brandon southerly to the International boundary, with the object of making a connection with the branch line from Church's Ferry, now terminating at St. John, N.D. The surveys for this line have also been prosecuted from Brandon northerly.

The press reports referred to credit the G.N. Ry. with having completed surveys for connecting its lines in British Columbia with Lethbridge, Alta., and constructing a new line thence to Winnipeg, running its line from Brandon to Hudson Bay, and finally extending its line from Winnipeg easterly to an unnamed port on the Atlantic coast. One paper, however, stated that it was intended to run the line from Winnipeg north of any existing or projected line and make the Atlantic port on Hamilton Inlet. In regard to these projects, L. W. Hill, Vice-President G.N. Ry., is reported to have said in an interview at St. Paul, recently, that the new transcontinental line would be entirely independent of the Canadian Northern Ry., and that it would probably be completed some time before the G.T. Pacific Ry. is built through to the coast. "Our line," he added, "includes only 800 or 900 miles that are still to be constructed west of Winnipeg. We have already secured our own terminals in Winnipeg, and will soon construct an independent line into the city instead of having to run over the Canadian Northern Ry. from Emerson under lease." A letter has been addressed to the Board of Trade by J. J. Hill, President G.N. Ry., in which he promised to visit Winnipeg as soon as possible after May 1, and gave some details of the company's plans. In regard to this letter, A. Strang, President, recently said: "The G.N. Ry. will come into Winnipeg from the east and will continue on through western Canada to the Pacific coast. The Great Northern project," Mr. Hill says, "will begin at a connection from Montreal to Boston. From Montreal west, the line will parallel the Canadian Pacific." A recent despatch from St. Paul, Minn., quotes a leading contractor as saying: "That within 60 days more than 4,000 miles of J. J. Hill's Canadian road would be under contract. While the contract for the road

local promoters, and is interested in a number of applications for charters to construct railways now before the Legislatures of Saskatchewan and Alberta. The construction of the lines from the International boundary into Manitoba appears to be the immediate object of the company, and of these, U.S. papers report that a line from Emerson, Man., to Winnipeg has been surveyed, and that construction is in progress on the line to connect St. John, N.D., with the Brandon, Saskatchewan and Hudson's Bay Ry., now under construction southerly; and on a line from the International boundary at Neche, N.D., to Portage la Prairie, Man. In connection with the line into Winnipeg, the company is said to have secured the following properties: right of way between Ross and Pacific Avenues from Princess to Neve streets; right of way across Elgin, William and Notre Dame avenues, from Ross Avenue to block 45, St. James; right of way west of the city to the Assiniboine River, through block 45, St. James, property for yards, shops and terminals. The estimated cost of the station, offices, shops, freight sheds and yards is put at \$500,000. Negotiations for land for terminals are in progress at Regina and other points in Manitoba and Saskatchewan.

Reviewing the field of railway construction in Canada, the Railway Age, recently said: "Recently the press has indicated with much positiveness the new transcontinental line which it is declared Mr. Hill has begun to build between Vancouver and Winnipeg, with connections planned as far as the Atlantic. This theory hardly seems tenable. . . . What Mr. Hill doubtless intends to do is to continue the plan of pushing branches from his main line northward into Canada to tap the three trunk lines, and to extend beyond them as the development seems to warrant."

J. J. HILL'S VISIT TO WINNIPEG.

J. J. Hill visited Winnipeg May 15, and remained there until May 18. He was entertained at luncheon by the Canadian Club, at which he made a speech on general transportation topics, and deprecating the giving of bonuses. Subsequently he met a delegation from the Board of Trade, and from various parts of the province, and, in reply to the addresses, made a lengthened speech in which he reviewed the development of the west during the fifty years that had passed since he left Canada, and referred to the opening up of the river route into Manitoba, as well as to the development of railways in which he was interested in conjunction with Sir Donald Smith, now Lord Strathcona. Referring to the railway projects which his company had undertaken in Canada, he said: "We want a good road with low grades. Transportation is nothing but overcoming the laws of gravitation. The nearer the level the road is the easier to run our trains. "We must help you to get your stuff to market and get it where you can sell it for a

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Be these reports true, even in part, there is no doubt that the Great Northern Ry. intends to become an active factor in the railway field in the Canadian Northwest. At present it has surveyors out all over the country; it has purchased land for right of way and terminals in Winnipeg; it is reported to have secured charters in the Dominion Parliament and in the Manitoba Legislature for a large number of lines from the original

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"We must help you to get your stuff to market and get it where you can sell it for a price that will make you happy, otherwise you would not continue in business and our investment would not be a good one."

"I hope when we come here we will find our friends east of here ready to carry anything to or from our lines. If they do not, we will try and get along without them. We have no present desire to extend east of Winnipeg. There will always be a large trade with the country south of you."

In an interview subsequently, he said: "Our line, the Great Northern Railway, will be built from the Pacific Ocean to Winnipeg as soon as both the Canadian transcontinental lines, the C.P.R. and the G.T. Pacific Ry., are ready to compete for our freight. From the determination expressed and the work already in progress on the G.T. Pacific you can estimate how long that will be. We will be in a position to forward our freight

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over the first trains run eastward by the G.T. Pacific. The possibilities of the Canadian west are almost without limit, and as the country makes the city, Winnipeg must be a great city. There will be as great a population west of the Red River in Canada as in all the rest of the Dominion within a comparatively short time. Our line in the far west from Vancouver will be through the Rocky Mountains to the prairies in one year from this fall. Now that there is no doubt about other railways to the east to carry freight from the west we bring here, work on our line will be proceeded with vigorously. There will be no occasion for more lines north of Lake Superior."

On subsequent days Mr. Hill was met by W. Mackenzie, President Canadian Northern Ry., and F. W. Morse, Vice-President and General Manager G.T. Pacific Ry., for the purpose of discussing the probabilities of arranging joint terminals in the city.

Chicago Eastbound Passenger Rates.

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street-railway a new appropriation to be made by the Railway Commissioners. Alternatively it is proposed that the C.P.R. and the G.T.R. will pay one-third of the cost of the bridge, including land damage, but not land damage sustained by the city; the maintenance to be apportioned as in the first proposition. A third proposal involves the construction of the bridge without prejudice to the legal rights of either party; the courts or the Railway Commissioners to decide as to the share of the cost to be paid by the city and the companies. The first proposition has been approved by the Board of Control, and recommended for adoption by the City Council.

The Hill Lines in Canada

What is termed the invasion of Canada by J. J. Hill, President of the Great Northern Ry., U.S., continues to form the subject of a great deal of discussion and speculation in press, railway and legislative circles, not only in Manitoba and British Columbia, but at Ottawa. After his visit to Winnipeg, Mr. Hill returned to New York, and on June 3 reached Ottawa. On the following day he was the principal guest at a luncheon at the Canadian Club, and in the course of a speech said as to his own proposed line in the west, all that remained to be built was the portion from the Rocky Mountains to Winnipeg. The heaviest end of the work, from Vancouver to Fernie, has been practically constructed. They expected to be able to retain the title to this line. It had no bond issue, so that the sheriff could not get it. From the Rocky Mountains to Winnipeg was not a far cry. Winnipeg, owing to its position on a comparatively narrow strip of land between Lake Winnipeg to the north, and the Lake of the Woods to the south-east, was, and always would be, the gateway of the Canadian West. When the produce was got to Winnipeg by his lines it could be taken east by the C.P.R., the G.T. Pacific, or the Canadian Northern Ry.; he would be content with either of them. He expected that the lines in which he was interested would be built into Winnipeg before those of the G.T. Pacific Ry. No bonuses were being asked; the lines were being built simply because it was thought they would pay, and all that was asked was for fair play.

In the course of interviews Mr. Hill stated that the lines were not being built by the Great Northern Ry., U.S.; they were being built by independent companies with money supplied by himself and his associates, and would be completed without any bond issues or the issue of other securities. Bonuses were not asked for, as it was his opinion that they were no great help to a line; and that if a line could not be made pay without a bonus, there was no great necessity why it should be built at all.

The construction of the Brandon, Saskatchewan and Hudson's Bay Ry., from Brandon, Man., to the International boundary is being rapidly proceeded with. It is expected that the grading will be completed by Aug. 1. Tracklaying will be rushed forward, and it is

been in charge of Jas. Fisher, K.C., Winnipeg; and M. J. Costello and G. J. Ryan, of St. Paul, Minn. The company desires to secure the closing of 12th St. and Pacific Avenue, so as to provide for the erection of the station and the laying out of yards. Nothing has been arranged with regard to construction northerly of Brandon.

At Gretna, Man., the Midland Ry. of Manitoba is arranging to lay out a large yard. A branch of the G.N. Ry. terminates at this point and makes connection with the C.P.R. The Midland Ry. Co. has a charter from the Manitoba Legislature to construct a number of lines throughout Manitoba. The charter was obtained in the interests of C. S. Mellen, formerly President Northern Pacific Rd., which, prior to 1901, operated railways in Manitoba. Jas. Fisher, K.C., is also solicitor for this company. The Railway Commissioners have granted this railway permission to cross the Canadian Northern Ry. tracks at Carman. Work is also being carried on by Farelly Bros. upon a line between Alexander and Miniota, Man.; and contractors are at work in other sections of the country in a line with this. Local reports state that this line is the Hill main line from Winnipeg westward.

There are a number of provincial and Dominion charters under which the lines mentioned by Mr. Hill could be constructed, but the Brandon, Saskatchewan and Hudson Bay Ry., and the Midland Ry. of Manitoba, are the only two under which at the present time Mr. Hill and his associates are definitely known to be acting in Manitoba.

Upon the Vancouver, Victoria and Eastern Ry. work is being pushed on the extension from near Laurier, B.C., to Princeton, B.C., via Oroville, Wash., and it is expected to get it completed within two years. On the portion of the line between Princeton and Vancouver, a number of construction parties are reported to be making considerable progress. This portion of the line does not present any difficult engineering problems, such as are being experienced in the more mountainous regions. Chief Engineer Kennedy, of the V. V. and E. Ry., stated recently that the company will build a branch line up the north fork of the Kettle River, to the Pathfinder Mine, a distance of 16 miles. It is also reported in railway circles that the Hill interests have secured a controlling interest in the Shuswap and Okanagan Ry., at present operated under lease by the C.P.R., and the charter of the Midway and Vernon Ry. The promoters of this latter line made a demonstration of construction in 1905, at the time the V.V. and E. Ry. and the C.P.R. contractors were fighting about the right of way between Midway and Rock Creek.

Another railway charter, with which the Hill interests are more or less connected, is the Vancouver, Westminster and Yukon Ry., which is applying at the current session of the Dominion Parliament for an act conferring extensive powers for the construction of additional lines. The company already has power to construct lines from Vancouver to New Westminster, B.C.; from some point on this line northerly to Hazelton, or some other point on the Skeena River, on to Dawson, and

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with a summing up by Mr. Macdonald.

The Great Northern Railway (U.S.A.) in Canada.

By J. A. Macdonald, C.E.

J. J. Hill's invasion of Canada is now an assured fact. Western Canada, from Manitoba to the coast, hails his advent with the greatest enthusiasm. The West wants all the railway competition possible, and cares not whence it comes. What further accentuates Mr. Hill's welcome in the West is the large number of his old neighbors from Dakota, Montana and Minnesota, who are now settled and settling there. But if the West hails the invasion of Mr. Hill with such evident delight, Old Canada does not nor do the Canadian railways. Their cry is, "Canada for the Canadians."

Had Canada and the United States been under one flag since 1776, it is safe to say the main lines of Canadian railways would have been built from north to south rather than from east to west. Starting at British Columbia, we should have had roads running, not diagonally across the mountains, but down the valleys into Washington, Oregon, California, Idaho and Montana. The wheat of the Northwest would have been carried to Minneapolis and Duluth and the north shore of Lake Superior given a wide berth. It would not have been necessary to bring the Intercolonial to Levis or Montreal. Montreal and Quebec would have been the summer ports, but in winter the provinces of Quebec and Ontario would have used Portland, Boston and New York, nearer to them than St. John or Halifax. This would in all probability have been the state of things now existing had we been United

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States subjects. As we are not U. S. but British subjects, ambitious to build up a British nation on this continent, our policy has hitherto been to confine Canadian traffic as far as possible within Canadian channels, just as, since 1878, we have endeavored to do our own manufacturing. There was no other way by which we could hope to solidify the country.

The Intercolonial, which has cost \$80,000,000, was the first railroad built from east to west to serve this great political object. The Grand Trunk united Upper and Lower Canada, but in a commercial rather than a political sense. Then came the Canadian Pacific, built primarily to connect the Northwest and British Columbia with Old Canada. Though its eastern division traverses Maine, it does so in the interests of St. John and Halifax. As a Canadian line, it was obliged to build along the north shore of Lake Superior, a more or less hopeless wilderness 600 miles wide, and to face the enormously expensive work involved in crossing at right angles the mountain ranges of British Columbia. The Canadian Northern, a commercial and, as yet, local railway, has been built from east to west within Canadian territory in order that its traffic may be handled by Canadian lake and ocean ports. The Grand Trunk Pacific is to run in the same direction and on Canadian soil all the way from Moncton to the Pacific, for the same purpose. The cost of these four roads, counting public and private expenditure, will approach \$500,000,000.

With the same determination to make herself independent of the United States, Canada has built canals between Montreal and Sault Ste. Marie at a cost of \$100,000,000. There were some who argued that, instead of going to so much expense, she should use the Erie, Oswego and Champlain canals to reach New York with her products, but they were promptly overruled. In addition Canada has spent many millions of public and private capital in dredging channels, improving harbors and building elevators, docks and ocean steamships. In the belief that Canadian traffic, including that of the West, would be preserved for Canadian ports. When Mr. Blake and Sir David Milner suggested that the

Mr. Hill is a veteran campaigner. He knows how to appeal to human nature. His promise to spend \$30,000,000 on his road from Fernie to Winnipeg, \$25,000,000 on the Vancouver, Victoria & Eastern, and an indefinite sum on his new spurs in Manitoba, has, of course, aroused much enthusiasm in Manitoba and British Columbia. His announcement that Canadian land wheat is about to be admitted free into the U. S. is another happy stroke of the same kind. If Mr. Hill is to be believed, one purpose of his in thus entering Canadian territory is to feed the Canadian Pacific and Grand Trunk Pacific. However, by carrying their traffic for shipment to U. S. lake and ocean ports, he will seriously impoverish the Canadian roads, besides doing great damage to Port William, Midland, Depot Harbor, Owen Sound, Montreal, Quebec, St. John and Halifax.

Taking the Northern Pacific and Great Northern together Mr. Hill now has lines reaching the Canadian boundary, or to within a short distance of it, at the following points: 1. From the Great Northern main line to Greenbush, near Warrond, on the Canadian Northern, at the south end of Lake of the Woods. 2. From the Northern Pacific to Pembina, two spurs from the Great Northern to Emerson and Gresham, further west. 3. From the Great Northern to Wallula, Hannah, Hansboro, Thorne, Siles, St. John, Bottineau and Sherwood, all separate spurs. 4. From the Great Northern to the boundary at Sweet Grass (Counts) and thence to Lethbridge. 5. From the Great Northern, separate spurs to Fernie, Kootenay Landing by way of Creston, Nelson, Kaslo and Sandon, Rossland, Grand Forks and Midland. 6. A Northern Pacific line from Mission Junction, B. C., to Seattle and Portland, together with a Great Northern line from New Westminster and Vancouver to the terminus of the main line at Seattle. In other words, Mr. Hill has already tapped Canadian territory at 12 or 13 different points, and is within striking distance of the boundary at nine more.

His entrance into Canada is of vital moment not only to the Canadian transcontinental railroads, but to Canadian lake and ocean ports as well. Canada has sunk a vast amount of public money in all three,

treat. Ocean traffic at Montreal is crippled to some extent by inadequate harbor accommodation as well as by the danger involved in taking the larger vessels up the St. Lawrence. This will be improved with the deepening and widening of the channel; meanwhile the port of Montreal is suffering from these drawbacks and must for some time yet continue to suffer. Great sums are and have been spent by the U. S. Government in improving the harbors of New York, Boston, Portland, Baltimore, Newport News, Philadelphia, etc. As the efficiency of these seaports increases, they become more and more formidable competitors of Canadian summer and winter ports.

In giving J. J. Hill the free run of the Northwest and British Columbia, thereby enabling him to carry their traffic south, Canadian ports will be dealt a hard blow. When the Government chartered the Grand Trunk Pacific, it did what it could to prevent the diversion of traffic to Portland. But what will that avail if traffic is to be switched south to the U. S. seaboard at the points of origin? The question is one of momentous importance to eastern Canada and its ports. They believe they have a better right to handle Canadian traffic than Mr. Hill's railways, than Duluth and Buffalo, New York, and Boston. In taking this ground eastern Canada cannot be accused by the U. S. of narrowness of spirit. Its wish is simply to retain Canadian business in Canadian channels, on which a vast amount of money, public and private, has been spent; just as the U. S. people keep their home market to themselves by means of a high tariff wall, and then exporting trade to themselves by prohibiting Canadian vessels from trafficking between one U. S. port and another. Railroad Gazette.

The writer of this article is not quite correct in his reference to the Canadian Northern, which he speaks of as having been built from east to west within Canadian territory. As a matter of fact, the main line of the Canadian Northern passes through northern Minnesota, U. S. A., between the Rainy River, Ont., the International boundary between Ontario and the U. S. and the International boundary in southwestern Manitoba.—Editor

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Canada's policy in these vital matters is apparently about to be reversed. Some time ago, with Mr. J. P. Morgan's assistance, J. I. Hill consolidated the Northern Pacific with his own road, the Great Northern. They are still separate corporations in name but are really under his immediate control. At present he taps Canadian territory between the Red River and New Westminster at a dozen different points, nine or ten other branches run to within a few miles of the boundary, and he is building a main line through British Columbia which is to be extended eastward, he says, to Winnipeg. All these roads are or will be feeders of the Northern Pacific and Great Northern, and all the Canadian traffic they bring down will be carried to U.S. ports. When Mr. Hill has fully executed his plans, the Northwest and British Columbia will be much more closely attached to the U.S. than to Old Canada, so far as railway communication is concerned.

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His entrance into Canada is of vital moment not only to the Canadian transcontinental railroads, but to Canadian lake and ocean ports as well. Canada has sunk a vast amount of public money in all three, and private capital has sunk more. Canadian ocean ports, Montreal and Quebec, St. John and Halifax, have been handicapped in various ways from the beginning. The navigation laws, whereby none but British bottoms were allowed to participate in the colonial trade, were the cause of excessively high outward ocean rates from Quebec down to their repeal 60 years ago, with the result that a great deal of the produce of Upper Canada destined for Europe was sent by way of the Erie Canal to New York. Nature is somewhat unkind. For five months of the year the St. Lawrence is icebound, and business has to be transferred to St. John and Halifax. Such a break in the continuity of trade is, of course, a very serious matter for Montreal and Quebec. Halifax and St. John are excellent winter ports, but geography is against them, since the Ontario exporter and importer finds it cheaper to use Portland, Boston, and New York, which are considerably nearer. Marine insurance favors the U.S. and discriminates against Canadian ports, more especially in the fall, when export grain is going out. The Welland and St. Lawrence canals, on which \$100,000,000 has been spent, are not deep enough to accommodate the modern type of steam vessel employed on the upper lakes, the result being that a considerable percentage of wheat grown in the Canadian Northwest, and the great bulk of that grown in the Northwestern States, reaches the Atlantic by way of Buffalo and New York or by other U.S. routes, and is lost to Mon-

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Grand Trunk Rolling Stock Additions.

A statement has been issued by the G.T.R. management giving particulars of the rolling stock added to its equipment for the year ended June 30 last, as follows:

Three parlor cars built at Montreal shops and turned out for service in June, 1906; 81 ft. long over the buffers, 10 ft. 1 in. wide and 14 ft. 6 in. from the rail at their highest point, weight about 110,300 lbs. Equipped with steel platforms, wide vestibules, high speed brakes and double windows, and heated with steam from the locomotive. Interior finished in mahogany, and lighted with Pintsch gas and electric light. Body of the car has seating accommodation for 29, with seats upholstered in green plush and the smoking room, which is upholstered in leather, will accommodate seven. The cars are also fitted with a buffet. The floor is covered with rubber tiling, and the remainder of the car is varnished.

Three first class cars built at Montreal shops and turned out for service in June, 1906; 75 ft. 5 in. long over the buffers, 10 ft. 1 in. wide and 11 ft. 6 in. from the rail at their highest point, weight about 106,000 lbs. Equipped with steel platforms, wide vestibules, double windows and high speed brakes, and heated with steam from the locomotive. Interior finished in mahogany and lighted with Pintsch gas. Body of the car upholstered in green plush and has seating accommodation for 60, while the stock-

other two branches will be largely in earth.
(Aug., pg. 457.)

Vancouver, Victoria and Eastern Ry.—Reports from the Pacific coast state that it is expected to have trains in operation on the section of the line between Midway, B.C., and Oroville, Wash., by the end of Oct. The distance between these points is 60 miles, and tracklaying is said to have been progressing at the rate of a mile a day for some time past. Work on other sections of the line is also being proceeded with rapidly. There arrived at Vancouver, Aug. 31, from Sydney, N.S., a cargo of 6,000 tons of 75 lb. steel rails for use in the Fraser River valley section of the line. On the heavy grades in the mountains 85 lb. steel is being laid. A survey party under W. W. Amburn, who had just completed a reconnaissance of the Similkameen River route through the Hope mountains, is engaged in making a survey of the country on the divide between Silver Creek and Fraser River. (July, pg. 381.)

Winnipeg Union Station.—Considerable ne-

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(July, pg. 381.)

Winnipeg Union Station.—Considerable negotiations appear to be in progress at Winnipeg in connection with the proposal to construct a Union Station there. The Canadian Northern Ry. and the G.T. Pacific Ry. are favorable to the proposal, and will assist in carrying it out as far as they possibly can, and it is said an endeavor is being made to bring the J. J. Hill interests into the plan. Winnipeg papers state that an effort will be made to get the consent of the C.P.R. to allow the other lines to use its right of way through the city, in which case the City Council would surrender Stanley Park for Union Station purposes. Meanwhile, it is stated that J. Woodman, C.E., is preparing plans for a station building to be submitted to the railway companies interested and to the Board of Railway Commissioners.

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Consolidation of Canadian Pacific and Great Northern Lines.

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A Seattle, Wash., press dispatch stated recently that the Great Northern Ry., U.S.A., had decided to make surveys in Laurier, Cascade, Grand Forks and Midway, B.C., with a view to consolidating some of its lines with Canadian Pacific ones, that the Great Northern would discontinue a branch between Cascade and Grand Forks by making a connection with the Canadian Pacific, and that the Canadian Pacific would abandon a line over the Eholt grade between Midway and Grand Forks by using the Great Northern's Kettle valley branch. Another press report said: "A demonstration of voluntary co-operation for the purpose of eliminating unnecessary duplication of facilities has been made by the Great Northern and Canadian Pacific in British Columbia. Certain portions of the lines of each have been abandoned, and a joint-track arrangement made effective. In one case a 15-mile parallel was cut out. This agreement is expected to effect a considerable saving to both roads."

Canadian Railway and Marine World was advised officially on Oct. 20 that the Great Northern has from time to time made certain suggestions to the Canadian Pacific respecting the abandonment, or joint operation, of some lines in British Columbia, that certain studies were made recently, but that serious negotiations had not then been undertaken; also that there was no truth in the report that any joint track arrangement had been made effective, and that no portions of either company's lines had been abandoned as the result of any such arrangement.

Niagara Falls Suspension Bridge Co.—
A Niagara Falls, Ont., press dispatch of Oct. 13 stated that the directors had decided to widen the bridge by 40 ft. for vehicular traffic. We were advised

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Vancouver, Victoria and Eastern Ry.—A large quantity of construction material has been delivered at Cloverdale, B.C., where a large yard is being laid out for the construction of a section of the line easterly from this point. The right of way for a considerable mileage has been acquired and it is reported that construction will be started at once. Tenders have been called for the construction of 50 miles of line easterly from Cloverdale, B.C. The grading on the section of the line between Midway, B.C., and Oroville, Wash., is reported completed, and it is expected that tracklaying will be completed in a month. This piece of line is reported to have been a most difficult one to construct. Midway has an elevation of 2,100 ft. above the sea level. Molson, at the summit of the mountain, is 3,703 ft.; and nine miles below is Oroville, only 900 ft. To get down from Molson to Oroville requires a maximum gradient of 2%. It takes 27 miles of railway to reach Oroville from Molson, a distance of nine miles as the crow flies. (Oct., pg. 385).

Durk and Carleton Ry.—We have been advised that the grading on the extension westerly for $4\frac{1}{2}$ miles from Stanley, N.B., is nearly completed, and two miles of track have been laid. It is hoped to have the extension completed to Ryan's Brook this year. (Oct., pg. 385).

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