

GREAT
NORTHERN
RAILWAY

C. RIFF

are attorneys for the applicants.

Great Northern Ry. (U.S.) Canadian Lines.

—Jas. Fisher, K.C., Winnipeg, solicitor for the company's lines in Manitoba, stated Jan. 3, that the line from Grctna on the International boundary to Portage la Prairie, Man., and from St. John, N.D., to Brandon, Man., would be opened for passenger traffic by Jan. 31. A short line from Walhalla, N.D., to Morden, Man., would be completed early in the spring. The right of way from the International boundary to Winnipeg has not yet been purchased. The route map filed with the Government shows a line from Emerson to Winnipeg. (Jan., pg. 3, also see Midland Ry. of Manitoba, Jan., pg. 3, and Brandon, Saskatchewan and Hudson Bay Ry., Dec., 1906, pg. 711.)

Reports from Winnipeg and other points in the west, are to the effect that the Hill project for the construction of a line from Winnipeg to Vancouver, has either been abandoned or held up for an indefinite period. Also that all that the company will do will be to extend its branch lines into Canadian territory.

— **South-Western Ry.**— The first

February 1907

the general advantage of the system. The solicitor for the applicants.

Crow's Nest Pass Coal Co.—The car repair shops of the company at Coal Creek, B.C., were destroyed by a snowslide, Feb. 10.

Detroit River Tunnel—The Board of Railway Commissioners will be asked Mar. 27 to sanction an agreement signed Dec. 19, 1906, leasing to the Michigan Central Rd. the undertaking, rights, powers, works and property of the Detroit River Tunnel Co. (Feb., pg. 87).

Great Northern Ry. in Canada.—J. J. Hill is reported as saying that a large force of men is working on the company's extensions in Canada, principally at the western end, although only the roughest kind of work is possible, but construction will be pushed vigorously in the spring. The line is already practically done from Vancouver through the Rocky Mountains. It will be pushed across the prairies of Alberta, Saskatchewan and Manitoba to Winnipeg, which will be the eastern terminus. The new line will be about 1,500 miles long, and should be finished within the next two years. The Wall Street Journal in connection with this construction says "This new transcontinental road will be owned by the Great Northern. Its importance to the Hill system could hardly be over-estimated. It will be directly competitive to the C.P.R. from Winnipeg to Vancouver and is retalia-

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tion on a gigantic scale for the temerity with which the C.P.R. built down to Spokane. It is interesting to know in connection with this Hill-Canadian Pacific fight that if a new line is built from Fargo to Minot it will very closely parallel the "Soo" line (a C.P.R. line) almost its entire length. It will be possible to throw freight from the Hill lines in Washington, Montana and even North Dakota across into Canada and through to the east on the Canadian route, or it will be possible to route freight from the rapidly developing Canadian territories through into the U.S. for the American route. There are no state legislatures or any interstate commerce commissions in Canada."

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Great Northern Ry. (U.S.)—L. W. Hill, President G.N. Ry., was credited with saying April 9 that the company was endeavoring to secure extensive terminals in Winnipeg, Minneapolis and Chicago, and had secured all the land required for its business for years to come in Portland and Seattle. If the company's plans for Canada did not miscarry, he expected that within the next 10 years the company would have a rail way system there which would be almost an equivalent of the G.N. Ry. system as it at present existed in the U.S. In Canada the company's lines would touch Winnipeg, Brandon, Regina, Calgary, Edmonton and probably Prince Albert. It was very likely that the company's lines would traverse the Peace River country. The line to that country would be some hundreds of miles further north than any existing lines. He could not state just when construction would actually begin, but the company's representatives were in Canada looking over the ground, and everything would depend upon their reports. Winnipeg will be made the general Canadian terminus, and an office to conduct Canadian business will be established there.

It came out before the Railway Committee of the Saskatchewan Legislature recently that the company's lines in that province were being arranged for under the title of the Saskatchewan Central Ry. T. C. Norris, a member of the Manitoba Legislature, who appeared in support of the bill at Regina, stated that the lines proposed to be constructed under it were in continuation of the lines to be constructed by the Great Northern Ry. interests in Manitoba. The maps of the survey laid before the committee showed a route which runs through the southern part of the Cannington district, crosses the C.P.R. Portal-Pasqua branch, and proceeds through Willow Bunch to Alberta boundary. It was stated that connection will be made with Moose Jaw, Regina, Indian Head, Wolseley and other places. (April, pg 243.)

April 1907

ned that river to Fort George, B.C.
ing **Great Northern Ry. (U.S.) in Canada.**
on Jas. Fisher, K.C., stated at Winnipeg, Mar. 2,
ict- that there had been no change in the com-
and pany's plans regarding that city. The line
of from the boundary into the city will for a
It considerable distance parallel the C.P.R.
gns Press—reports from Winnipeg state that
di- survey parties are now in the field for a rail-
hts way from Winnipeg to Dawson, Yukon, and
us- a line also to Hudson Bay. One report states
ber that the surveys are being made for the G.N.
en Ry., and another states that they are being
lly, made in the interests of the Northern Pacific
lar- Ry. Another report states that the Hudson
has Bay line is to be run on to Chicago, the main
loss- object being the carriage of fish. (Mar., pg.
159.)

April 1907

Great Northern Ry. United States Lines

in Canada.—We have been advised that the company has under construction a line from Walhalla, N.D., to Morden, Man., a distance of about 24 miles. Walhalla is the present terminus of a branch of the G.N.R. extending from Grafton on the Grand Forks-Neché line. This latter line has been extended to Portage la Prairie, Man., about 78 miles, under the charter of the Midland Ry. of Manitoba. The company's other line in Manitoba extends from St. John, N.D., to Brandon, 73 miles, and was constructed under the charter of the Brandon, Saskatchewan and Hudson's Bay Ry. P. E. Thian is Chief Engineer, and A. Guthrie & Co., St. Paul, Minn., constructed the two lines already completed, and are now grading the Walhalla-Morden line. The houses on Ross Ave., Winnipeg, part of which has been acquired by the G.N.R. for terminal purposes, are being moved.

A survey party under B. E. Segar, of the G.N.R. staff, has been working along the Elk River to Michel, B.C. P. E. Thian, the company's engineer at Winnipeg, was recently over a portion of the route, in conjunction with Mr. Segar. The party expected to complete its work early in Aug. The G.N.R. is interested in the Crow's Nest Southern Ry., which extends from Fernie to the International boundary, and to a junction with the G.N.R. line at Rexford, Mont. The Crow's Nest Pass Coal Co., which is also interested in the C.N.S. Ry., owns the Morrissey, Michel and Fernie Ry., which serves a part of the territory at any rate, through which the survey is being made. (July, pg. 479.)

Track is reported laid on the branch from Berthold to Lignite, N.D., 66 miles, and progress is being made with the construction between Lignite and Crosby, a further distance of 33 miles. Berthold is 23 miles west of Minot, the point at which the Minneapolis, St. Paul and Sault Ste. Marie Ry. from St. Paul, Minn., to the C.P.R. main line in Saskatchewan, crosses the G.N.R., and the branch parallels this line until near the International boundary, when it takes a westerly direction to Crosby, just south of the boundary.

Halifax and Southwestern Ry.—The sub-

August
1907

facilities at Superior and Duluth. C. E. Wales, Vice-President of the Pittsburg Coal Co., is President.

Great Northern Ry. (U.S.A.) Lines in Canada.—A passenger service has been put on the Brandon, Saskatchewan and Hudson Bay Ry., which is the Canadian extension of the G. N. Ry. branch line formerly terminating at St. John, N. D. The line is 69.45 miles in length, at present terminating at Brandon, Man., where freight yards are being laid out. A contract is expected to be let at an early date for the erection of freight warehouses, and a passenger station at Brandon.

Under the title of the Midland Ry. of Manitoba, a line has been completed from Gretna on the International boundary to Portage la Prairie, Man., 77 miles, upon which a freight and passenger service is being operated.

July 1907

\$62,062.84 (actual) for Aug., 1907.

Vancouver, Victoria and Eastern Ry.—
Vancouver, Westminster and Yukon Ry.—
Press reports state that negotiations are in progress for the sale of the property and charter rights of the latter to the first-named company. The V., V. and E. Ry. is operated as part of the Spokane Falls and Northern Ry., a Great Northern Ry., U.S., subsidiary; and so much of the V., W. and Y. Ry. as has been constructed is operated in connection with the Victoria Terminal Ry. and Ferry Co., and the New Westminster Southern Ry., in order to give the Great Northern Ry., U.S., an entrance into Vancouver, B.C. Other press reports credit the G.T. Pacific Ry. with being the company which is desirous of purchasing the V., W. and Y. Ry. charter.

October 1907

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Vancouver, Victoria and Eastern Ry.—
The line between Oroville, Wash., north-
west to Keremeos, B.C., 38 miles, is reported
to have been completed and a train service
has been placed in operation. A contract is
reported to have been let to J. H. Stewart,
Grand Forks, B.C., for the construction of the
line from Keremeos to Hedley, B.C., 40 miles
Western Canada Ry.—It is proposed to

November 1907

and to The Great Northern Railway's Canadian Lines.

The annual report of the Great Northern Ry. Co. for the year ended Dec. 31, 1919, contains the following information regarding its Canadian lines:—"The company's investment in Canadian companies, on account of advances made to pay for property, construction, additions and betterments, has been increased during the year as follows:—

Manitoba Great Northern Ry.	\$1,486.19
Brandon, Saskatchewan & Hudson's Bay Ry.	894.09
Nelson & Fort Sheppard Ry.	2,370.79
Red Mountain Ry.	Credit 72.06
Crow's Nest Southern Ry.	5,991.34
Total	\$10,670.26

The President's report as to betterments during 1919 states that a half interlocking plant, with 6 levers, was installed at the crossing of the British Columbia Electric Ry. at Georgia St., Vancouver, B.C. The amount actually expended during the year on additions to Canadian lines was \$116,240.02 (credit), and the amount expended in betterments on the same lines was \$66,443.15. It was explained that the credit to additions for the Canadian lines occasioned by the removal of 7.8 miles of track of the New Westminster & Southern Ry.

Intensive Use of Railway Equip-

August
1920

carrying out the work, has been reported the work done. (Oct., pg. 741).

Crow's Nest Southern Ry.—The extension under construction from Fernie to Michel, B.C., is 23 miles long. A recent report from Fernie stated that 51 cars of plant had been delivered and 200 men were at work upon the right-of-way. Another report states that it is intended to construct a line running northwesterly from Michel, through the valley of the Elk River, and Kanakas Pass to Calgary, Alta. (Nov., pg. 829).

Rapid progress is being made with construction on the extension from Fernie to Michel. At a point six miles from Fernie a new channel has been cut for the Elk River, and the old channel used as a road-bed, thus saving the necessity for two bridges. There are four crossings of the river on the line. Ties and rails are on hand for 20 miles of track, and this work will be proceeded with as fast as possible.

Erie, London and Tillsonburg Ry.—The Dominion Parliament will be asked at its current session for an act extending the time for the commencement and completion of the proposed line, and for other purposes. Dowler & Sinclair, Tillsonburg, Ont., are solicitors for the applicants.

Great Northern Ry. (U.S.) Lines in Canada.—Winnipeg press reports state that it is unlikely that anything will be done for some considerable time in the way of constructing terminals for this company in that city. Meantime the land purchased for terminal purposes and for a right-of-way into the city is lying idle.

The company has arranged to give up certain fore shore rights at Vancouver in order that the dredging which the city purposes to carry out at False Creek at a cost of \$1,000,000 can be gone on with. (Nov., pg. 829).

Tracklaying is being proceeded with on the extension of the branch terminating at Waltham, Minn., to Morden, Man., and it is expected to have a train service in operation early in Dec. The line is being constructed under the charter of the Midland Ry. of Manitoba.

Hudson's Bay-Pacific Ry.—The London, Ont., and St. Catharines, Ont., Ry. Co. is

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