

HUDSONBAY

RAILWAY-

1909

Spilling Lake and Grass River, which is thought may turn out to entail less expensive work. The third section from the summit to Fort Churchill, a distance of about 140 miles, presents great difficulties in the way of making an estimate of the cost of construction. There are a great many muskegs, and in the last hundred miles, the route passes through a moss-covered tundra, which appears to be permanently frozen to within a few inches of the surface. Detailed information as to the cost of handling this material, or how it will carry a railway is not available. This last 100 miles being over an open country, more or less trouble with snow may be expected.

The route to Port Nelson from the Pas follows that surveyed to Fort Nelson for about 120 miles, and then on to a point fixed for the crossing of the Nelson River. Between this crossing and Port Nelson a preliminary examination has been completed, and a more detailed survey is now being made. The results at present obtained show that very little rock work will be necessary, the location being almost entirely in a bush country. The snow problems which will have to be dealt with on some points of the line to Fort Churchill will not be encountered on this line and the hinder country is

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staff in Winnipeg, Oct. 8, that Fort Nelson and not Fort Churchill would be chosen as the terminus. The distance is 71 miles less than to Fort Churchill, while the cost is estimated at \$3,000,000 less. The C.N.R. has a branch connecting with The Pas, and this place is also the objective of other projected lines, notably the G.T.P.R. and G.N.R.

A press report states that the Dominion Government will authorize the starting of work on the construction of the line from The Pas at an early date, and that it will be started this fall. This is hardly likely as the full report of the preliminary surveys has not yet been considered. This report is ready for presentation to Parliament. The Minister of Railways, speaking at Athens, Ont., recently, stated that while it had not yet been decided that the railway would be constructed by the Government, it would certainly be constructed. Before deciding on the terminal, he added, it would probably be necessary to approach the harbors from the outside, and make a careful investigation of their approaches, the depth of water available, the season of open water, and the relative cost of developing a harbor of sufficient capacity to accommodate modern vessels. (Sept., no. 641.)

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The progress report of the Government surveyor for the projected railway to Hudson Bay, recently presented to the House of Commons, deals with the result of the preliminary survey in sections. Starting from Pas Mission, one party covered a section of 150 miles to Setting Lake. This section will be the lightest in point of construction, being mainly earthwork, with some small stretches of muskeg. The cost of clearing and grubbing will be heavy, but on the whole it presents no great difficulties. The second section of the route extends from Setting Lake to the summit between the waters of the Nelson and the Churchill Rivers, a distance of 175 miles. This country is badly broken up, and will necessitate the making of a number of heavy rock cuts, particularly along the Oder and the Burntwood rivers. An alternative route is being surveyed along the east side of Setting Lake and Grass River, which it is thought may turn out to entail less expensive work. The third section from the summit to Fort Churchill, a distance of about 140 miles, presents great difficulties in the way of making an estimate of the cost of construction. There are a ~~most many mounds~~ and in the last hun-

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TOPS.

## A Railway to Hudson Bay

Among the votes on capital account passed by the Dominion Parliament is one of \$65,000 to provide for survey and location of a line from the Saskatchewan River to Hudson Bay. The Minister of Railways explained that all the information as to the progress of surveys already made had been laid before the House. The main question raised by this information was as to whether Fort Nelson was not a more favorable harbor than Fort Churchill. The Government desired that the best possible harbor should be utilized, and the present vote of \$65,000 was to have further surveys made at Fort Nelson and Fort Churchill. The preliminary report of the survey showed that the route to Fort Nelson was 60 miles shorter than that to Fort Churchill, while the country through which the lines would pass were about equal in point of quality. If the harbor at Fort Nelson was as good or better than that at Fort Churchill, it would be foolish to construct the additional 60 miles of line. The Government had no idea of abandoning the project, and would proceed with construction at the earliest possible moment that the conditions would warrant.

In connection with the suggestion to

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warrant.

In connection with the suggestion to develop Fort Nelson as a possible terminus of the railway to Hudson Bay, an Order-in-Council has been passed reserving a strip of land two miles deep along the northwest side of Nelson River, and its estuary, between Seal Island and Black Creek, a distance of about 15 miles.

In reply to questions as to the money available for construction, which is to be provided out of a fund created by the sale of pre-emptions the Minister of the Interior said the payments on these did not become due for three years, so that no money had been received. There had been about 2,000,000 acres taken as pre-emptions. Whatever had been paid in on account of purchased homesteads, upon which the first payments are made with the entry, will be in the Treasury, and could not be considered as available for construction purposes, but what the amount was, he could not say. (A.P., pg. 251.)

The G.T.R. on April 1 placed a third-class train each

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LAUREN MCKEEAN

THE AMERICAN REVIEW

**A RAILWAY IN SIBERIA.** — The surveys for the proposed road, which will connect Bay-Kou, soon made at the charge of Ing. Ammarikov, G.E., were completed, and the first part of the construction work, performed in a very short time, was finished. The Minister of Railways, Mr. D. V. Kostyuk, has appointed a special commission to inspect the work, and for the examination of general information about the proposed railway, and the country through which the proposed line will run. The first part of the work, in the field, is now completed, and the second part, in the office, is in progress.

**THE CHERUBIM ROAD**—The first section of approximately 120 million yards of railway was completed on the railway line April 1, 1871, and work was suspended until July 1, 1871, when it was again engaged until Sept. 1, 1871, when it was again suspended. The work was continued until Oct. 1, 1871, when it was again suspended. The general line of the railway, as far as the port of Churchill, is the same as that of the present line of the Canadian Pacific, but the plan of stations sites has been modified by the parties from time to time.

been the first utilization of balance of payments in this section will largely be made by the timber industry, probably 70% of which is now being made of sawn timber, mainly because of sawmills or mills in the country. The remaining 30% is probably distributed among agriculture, mining, and other industries. The situation is usually as follows:

Item	Amount
All exports	\$1,000,000
Imports	\$1,000,000
Trade balance	\$0
Trade balance plus balance of payments	\$0

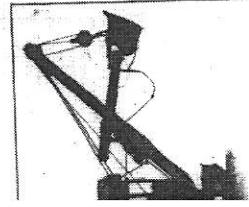
The timber industry has been the main factor in the formation of the balance of payments. It is the largest single item in the balance of payments.

40 ft. The greatest section of 121 ft. is through a creviced country, and it has some general characteristics of the granite ridges, and served the granite ridges as a sort of a bridge, and will undoubtedly continue to do so. All the areas in the granite ridges have been cut down to the bedrock. These two sections are more or less valuable timber land because they are the roughest and most difficult to get at. As considerable work has been done on the latter route the granite ridges are now in the territory of the Chumash Indians. In the between the head of the river and that of the Chumash Indians the two ridges are not very high, but the vertical height of the summit ridge is about 2,600 ft. above sea level.

the Bishop collared, or undulating to and fro, and required the services of a considerable length of time, the introduction of much of which was the gradual accumulation of the words of the Apostles, and the gradual development of the Constitution of the Church. It is evident, therefore, that it will be necessary for every work well done by the Church to have a title which suits it, and requires the services of a considerable length of time, the introduction of much of which was the gradual accumulation of the words of the Apostles, and the gradual development of the Constitution of the Church.

KARLINSKI ET AL.

## Standard Shovels



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