

CANADIAN
NORTHERN
RAILWAY
DEVEOPMENT

1901 - 1904

(13) The parties hereto agree that the value of the demised premises & of all the franchises, rights & powers of the lessors, free from incumbrances, is \$7,000,000, & the lessors & the Pacific Co., as owners of the bond in the above recital mentioned, & of all the shares in the capital stock of the lessors, hereby respectively consent to passing of such legislation as may be required in order to enable the lessee at the lessee's option to acquire absolutely the demised premises & the said franchises, rights & powers, free from incumbrances, for \$7,000,000 at any time during the term hereby demised.

(14) The Pacific Co. covenants with the lessee that no default will occur on behalf of the lessors in the payment of interest upon any of the bonds secured by mortgage upon the railways & undertakings, & that there are no bonds charged upon the said railways & undertakings other than those set out in the recital. The Pacific Co. further covenants with the lessee that upon the maturity of said bonds, in case the lessee has not then exercised the option to acquire the demised premises, the Pacific Co. will, so far as it is able & to the full extent of its interests in the said bonds & in the capital stocks of the said lessors, consent to the time for the payment of the principal of said bonds being extended & will use its best endeavors to procure the same to be extended so long as the lessee has not exercised said option.

(15) The lessors & the Pacific Co. covenant that there are no liens or incumbrances against the demised premises, except those above recited. The Pacific Co. and the lessors also covenant that they have not done & will not do or suffer any act or thing which will disturb or impair said title or possession.

(16) In case the lessee makes default in payment of the rental or in case default be made in payment of any rate or taxes lawfully imposed upon or in respect of the demised premises or franchises, & such default in either case continues for 90 days, the lessors or the Pacific Co. may give the lessee 30 days' notice in writing to put an end to such default, & if such default continues during said 30 days the lessors or the Pacific Co. may by notice in writing terminate the lease & the lessors may thereupon repossess themselves of the demised premises.

(17) The parties hereto will use their best endeavors to procure such legislation from the Legislature of Manitoba & the Parliament of Canada as may be necessary to confirm this indenture & to enable & require the parties to carry out the same.

(18) Any notice which the lessee may desire to give to the lessors may be validly given by serving the same on the Pacific Co.

In testimony whereof this indenture has been duly executed for the Northern Pacific & Manitoba Ry. Co. by C. S. Mellen, President; R. H. Reif, Secretary; for the Winnipeg Transfer Ry. Co., by C. S. Mellen, President, & R. H. Reif, Secretary; for the Portage & Northwestern Ry. Co., by C. S. Mellen, President, & R. H. Reif, Secretary;

Contract with the Canadian Northern.

Following is the agreement between the Manitoba Government & the Canadian Northern Ry. Co., divested of some of the legal verbiage:

(1) Wherever in this indenture the Government or the Co. is mentioned or referred to, such mention or reference shall extend to, include & be binding upon the successors & assigns of the Government or the company, as the case may be.

(2) The Government does hereby assign, transfer & set over unto the Co. the said lease & option & the term thereby created & the premises thereby demised & the rights & powers thereby conferred, & benefits & advantages of said lease & option & the covenants herein contained.

(3) The Co. covenants with the Government to pay the rentals under said lease & option when the same become due, & to make all other payments which the Government herein covenants shall be paid, & to abide by, carry out & perform all the covenants & agreements, terms & conditions of the said lease & option made or agreed to therein by the Government, & to indemnify & save harmless the Government against all loss, costs, & expenses in connection therewith.

(4) The Government & the Co. shall at the next session of the Legislature of Manitoba & of the Parliament of Canada use their best endeavors to procure the necessary legislation to enable the Co. at its option to acquire absolutely the demised premises included in said lease & option, & the franchises, rights & powers of the lessors therein named, free from encumbrances, for \$7,000,000 at any time during the term hereby demised. The Government & the Co. will also use their best endeavor to procure from said Legislature & Parliament such legislation as may be necessary to confirm the said lease & option & this indenture, & to enable & require the parties to carry out the same in order that their true intent & meaning may be properly & fully accomplished.

(5) The Co. is to prepare & issue bonds at the rate of \$20,000 a mile of its line of railway from Port Arthur to Rainy River, not exceeding 200 miles, such bonds to be payable on June 30, 1930, with interest half-yearly at the rate of 4% per annum, & to be secured by mortgage to National Trust Co., Ltd., as trustees covering the said line of railway from Port Arthur to the Rainy River, & all leases & agreements with the Minnesota & Manitoba Ry. Co. respecting traffic or running powers, or otherwise, & all leases & agreements with the Minnesota & Ontario Bridge Co. with reference to the proposed bridge across the Rainy River, also the said lease & option, subject to the right of the Co. to exercise such option and to create a first mortgage on the premises demised by said lease & option, securing an issue of bonds for the purpose of raising \$7,000,000, with which to purchase said demised premises; also covering, as a second charge thereon, the lines in Manitoba already covered by mortgage securing the

no bonds shall at any time be certified or delivered by the trustees, as in this paragraph provided, unless and until present outstanding bonds to an equal amount are from time to time delivered to the trustees in exchange therefor, so that there shall never be outstanding at one time a greater amount of bonds covering said line than at the rate of \$20,000 a mile of said line between Port Arthur and Rainy River not exceeding 200 miles. Provided, also, that until the whole of the present outstanding bonds have been so received in exchange by trustees, the rights & priorities of the present outstanding bonds actually received in exchange shall, for the protection of the Government be maintained & preserved, & said bonds shall, in the hands of the trustees, remain to the benefit of the Government in case the bonds given in exchange therefor are retired by the Government under said guarantee. Provided, further, that when all the said present outstanding bonds have been so received in exchange by the trustees the same shall be cancelled.

(6) The Co. covenants that its line from Port Arthur to the Rainy River will be constructed & opened for public traffic & that a through train from Winnipeg will be run over said line to Port Arthur on or before Oct. 1, 1901. Provided, that, if by reason of the weather, strikes, difficulties in procuring men or materials, or for other reasons beyond the Co.'s control, the construction of the said line is delayed, the Railway Commissioner of the Province of Manitoba may extend the time for said construction and running of said train.

(7) In consideration of the guarantee of the said bonds & the assignment of said lease & option, the Co. hereby agrees that up to June 30, 1930, the Lieutenant-Governor-in-Council shall from time to time fix the rates to be charged or demanded by the Co. for the carriage of all freight from all points on the Co.'s lines in Manitoba to Port Arthur, & from Port Arthur to all points on the Co.'s lines in Manitoba, & from all points on the Co.'s lines in Manitoba to all points on said lines in Manitoba, provided, always, that before any rates are so fixed the Co. shall be heard, & their interests taken into consideration. The Co. agrees that it will not at any time after the said rates have been so fixed charge or demand for the carriage of freight between the points aforesaid greater rates than those so fixed by the Lieutenant-Governor-in-Council.

(8) The Co. hereby consents to the passing of such legislation by the Legislature of Manitoba as may be necessary to confer upon the Court of King's Bench for Manitoba full jurisdiction at the instance of the Attorney-General of the Province on behalf of the Government to decree specific performance & observance by the Co. of each & every of the terms of this agreement & of the said lease & option, & the Co. hereby consents to & submits to the jurisdiction of the said court.

(9) Commencing when this agreement

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lessors, consent-to-the-time on one payment of the principle of said bonds being extended & will use its best endeavors to procure the same to be extended so long as the lessee has not exercised said option.

(5) The lessors & the Pacific Co. covenant that there are no liens or encumbrances against the demised premises, except those above recited. The Pacific Co. and the

lessors also covenant that they have not done & will not do or suffer any act or thing which will distract or impair said title or possession. (6) In case the lessee makes default in payment of the rental or in case lawfully imposed upon or in respect of the demised premises or franchises, & such default in either case continues for 90 days, the lessors or the Pacific Co. may give the lessee 30 days notice in writing to put an end to such default, & if such default continues during said 30 days the lessors or the Pacific Co. may by notice in writing terminate the lease & the lessors may thereupon repossess themselves of the demised premises.

(7) The parties hereto will use their best endeavors to procure such legislation from the Legislature of Manitoba & the Parliament of Canada as may be necessary to confirm this indenture & to enable & require the parties to carry out the same.

(8) Any notice which the lessee may desire to give to the lessors may be validly given by serving the same on the Pacific Co. In testimony whereof this indenture has been duly executed for the Northern Pacific & Manitoba Ry. Co. by C. S. Mellen, President; R. H. Reit, Secretary; for the Winnipeg Transfer Ry. Co. by C. S. Mellen, President, & R. H. Reit, Secretary; for the Portage & Northwestern Ry. Co. by C. S. Mellen, President, & R. H. Reit, Secretary; for the Queen, represented by R. Rogers, Minister of Public Works of said Province; for the Northern Pacific Ry. Co. by C. S. Mellen, President, & R. H. Reit, Assistant Secretary;

lessors, consent-to-the-time on one payment in connection therewith.

(4) The Government & the Co. shall at the next session of the Legislature of Manitoba & of the Parliament of Canada use their best endeavors to procure the necessary legislation to enable the Co. at its option to acquire absolutely the demised premises included in said lease & option, & the franchises, rights & powers of the lessors therein named, free from encumbrances, for \$7,000,000 at any time during the term thereby demised. The Government & the Co. will also use their best endeavor to procure from said Legislature & Parliament such legislation as may be necessary to confirm the said lease & option & this indenture, & to enable & require the parties to carry out the same in order that their true intent & meaning may be properly & fully accomplished.

(5) The Co. is to prepare & issue bonds at the rate of \$20,000 a mile of its line of railway from Port Arthur to Rainy River, not exceeding 290 miles, such bonds to be payable on June 30, 1939, with interest half-yearly at the rate of 4% per annum, & to be secured by mortgage to National Trust Co., Ltd., as trustees covering the said line of railway from Port Arthur to the Rainy River, & all leases & agreements with the Minnesota & Manitoba Ry. Co. respecting traffic or running powers, or otherwise, & all leases & agreements with the Minnesota & Ontario Bridge Co. with reference to the proposed bridge across the Rainy River, also the said lease & option, subject to the right of the Co. to exercise such option and to create a first mortgage on the premises demised by said lease & option, securing an issue of bonds for the purpose of raising \$7,000,000, with which to purchase said demised premises; also, covering, as a second charge thereon, the line in Manitoba already covered by mortgage securing the bonds heretofore guaranteed by the Government after a first charge of \$10,000 per mile.

(6) The said bonds are to be made ready for issue & delivery, & the Government is to guarantee payment thereof. The said bonds, with the said guarantee thereon duly signed on behalf of the Government, are to be deposited with the trustees of the mortgage securing the same, & when, but not before, the Co.'s line from Port Arthur to the Rainy River has been constructed & opened for public traffic, & a through train from Winnipeg has been run over the said line to Port Arthur, the said guarantee bonds shall be certified & delivered by the trustees to the Co. or its order, any overdue coupons on the bonds so delivered shall, before delivery, be cut off and cancelled. Provided always that

said line to Port Arthur on or before Oct. 1, 1930. Provided, that, if, by reason of the weather, strikes, difficulties in procuring men or materials, or for other reasons beyond the Co.'s control, the construction of the said line is delayed, the Railway Commissioner of the Province of Manitoba may extend the time for said construction and running of said train.

(8) In consideration of the guarantee of the said bonds & the assignment of said lease & option, the Co. hereby agrees that up to June 30, 1930, the Lieutenant-Governor-in-Council shall from time to time fix the rates to be charged or demanded by the Co. for the carriage of all freight from all points on the Co.'s lines in Manitoba to Port Arthur, & from Port Arthur to all points on the Co.'s lines in Manitoba, & from all points on the Co.'s lines in Manitoba to all points on said lines in Manitoba, provided, that before any rates are so fixed, the Co. shall be heard, & their interests taken into consideration. The Co. agrees that it will not at any time after the said rates have been so fixed charge or demand for the carriage of freight between the points aforesaid greater rates than those so fixed by the Lieutenant-Governor-in-Council.

(9) The Co. hereby consents to the passing of such legislation by the Legislature of Manitoba as may be necessary to confer upon the Court of King's Bench for Manitoba full jurisdiction at the instance of the Attorney-General of the Province on behalf of the Government to decree specific performance & observance by the Co. of each & every of the terms of this agreement & of the said lease & option. & the Co. hereby consents to & submits to the jurisdiction of the said court.

(10) Commencing when this agreement takes effect, the Co. shall reduce its passenger rates in Manitoba to not exceeding 3c. per passenger per mile.

(11) The receipts & incomes of the Co. from operating the lines of railway included in the mortgage securing said guaranteed bonds, & from all its lines in Manitoba, including the lines denised by said lease & option, shall be applied in the first place in payment of the working expenses of said lines of railway, & in the second place, in payment of the rentals under said lease & option & interest on bonds on said lines hereafter or hereafter guaranteed by the Government or issued with the consent of the Government. And in consideration of said power given to the Lieutenant-Governor-in-Council respecting the fixing of rates the Government agrees that

Forty miles an hour is the speed maintained by a trolley line running between Nashua, N.H., & Haverhill, Mass. The line will carry passengers, freight, & baggage, & probably has the fastest schedule of any similar line in the world.

A natural spring is to be seen bubbling from the top of a trolley pole in Brooklyn, N.Y. The pole is one of the hollow ones, & the water spurts like a regular geyser. It is supposed that its bottom end has tapped an underground spring.

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[FEB., 1901.]

if the said receipts & income after payment of said working expenditure are not sufficient to pay said rentals & interests the deficiency (if any) shall be borne by the Government, & the Co. shall be relieved therefrom. Provided always that the said deficiency (if any) shall be ascertained at the end of each period of two years, commencing from Oct. 1, 1901, & any surplus in either year of any such period shall as far as necessary be applied in reduction of any deficiency in the other year of such period, but each period of two years shall for the purpose of this clause be treated apart from each other period. For the purposes of this clause the term "working expenditure" shall not include the salary or remuneration of any officer's employee or other person whose time is not wholly employed bona fide in connection with the said lines or railway in this clause mentioned, but as to officers and employees and other persons whose services are necessary or desirable in connection with the said lines, & whose whole time is not taken up in connection therewith, there shall be included reasonable remuneration for the time actually expended & services actually rendered by them in connection with said lines, & the said term shall not include any expenses, payments or outgoings not reasonably necessary for the efficient management, maintenance, operation & repair of the said lines.

Should any dispute arise between the Government & the Co. as to "working expenditure" under this clause the same shall be referred to the Chief Justice of the Court of King's Bench for Manitoba, who may consult with experts & use his own judgment in coming to a decision, & his decision shall be final & without appeal. For the purposes of this clause the Minnesota & Manitoba Ry. shall be deemed to be a line or railway included in said mortgage securing said guarantee bonds.

(12) The provisions contained in existing legislation & agreements relating to the Northern Pacific & Manitoba Ry. Co. relating to running powers by other companies over the lines included in said lease are not to be abrogated by anything herein contained, but all such powers may be exercised to the same extent with respect to the lines demised by said lease as if the lease & option & this agreement had not been made.

The Co. may allow any other company, except the Canadian Pacific Ry. Co. & any other company or companies running in the interests of the C.P.R. Co. running powers over any of the said lines at reasonable rates & tolls & upon such conditions as may be agreed upon.

(13) The Co. shall provide & maintain such equipment for its lines of railway as will reasonably provide for the requirements of freight & passenger traffic of such lines, & should any dispute arise under this clause the same shall be decided by the Railway Committee of the Privy Council of Canada.

(14) The Co. covenants with the Government that its accounts shall be audited not less than once in each year by an auditor appointed by the Co. with the approval of the Government.

(15) The Co. will arrange for connection between its railway systems from a point east of Sprague station & some line of railway now or hereafter connecting with Duluth on Lake Superior.

(16) Notwithstanding its present exemption from taxation, the Co. covenants to pay each year after the year 1905 & up to the maturity of the bonds hereby agreed to be guaranteed a sum to be fixed from time to time by the Lieutenant-Governor in Council, not exceeding ² of the gross earnings of the Co. from its lines in Manitoba covered by the mortgages securing bonds heretofore or hereafter guaranteed by the Government, & from the

lines included in said lease or option, & in consideration of the said payments the Co., its properties, incomes & franchises shall be exempt from such taxation as is provided for by sec. 43 of chap. 57 of the statutes of Manitoba of 1900 during the currency of the said bonds. Provided, however, that any lands now exempt shall continue to be exempt from such taxation during the currency of said bonds.

(17) The Co. shall continue & maintain as its workshops at Winnipeg the workshops of the Northern Pacific & Manitoba Ry. Co. & the general offices of the said Co. with respect to the operation of the lines covered by said mortgages shall be at Winnipeg.

(18) The Co. covenants that all controllable freight originating on or delivered to the lines covered by said mortgage shall be carried over said lines as great a distance as possible on its way to its destination.

(19) The Co. shall not nor shall any of the branch lines thereof or any lines of railway leased by the Co. or under its control be at any time amalgamated with the Canadian Pacific Ry. Common fund or pooling the earnings or receipts of the said two companies' railways or any of their branch lines shall be absolutely void. This provision, however, shall not extend to traffic or running arrangement made with the assent of the Governor-in-Council.

(20) The Co. hereby grants to the Government the option to be exercised during the year 1929 of purchasing the then entire undertaking of the Co., including all rights, franchises, power, real & personal property connected therewith. This option is not assignable by the Government.

In witness whereof the parties hereto have duly executed these presents this 11th day of Feb., 1901. Signed, sealed & delivered in the presence of Z. A. Lash, R. P. Roblin, Railway Commissioner, for the Government.

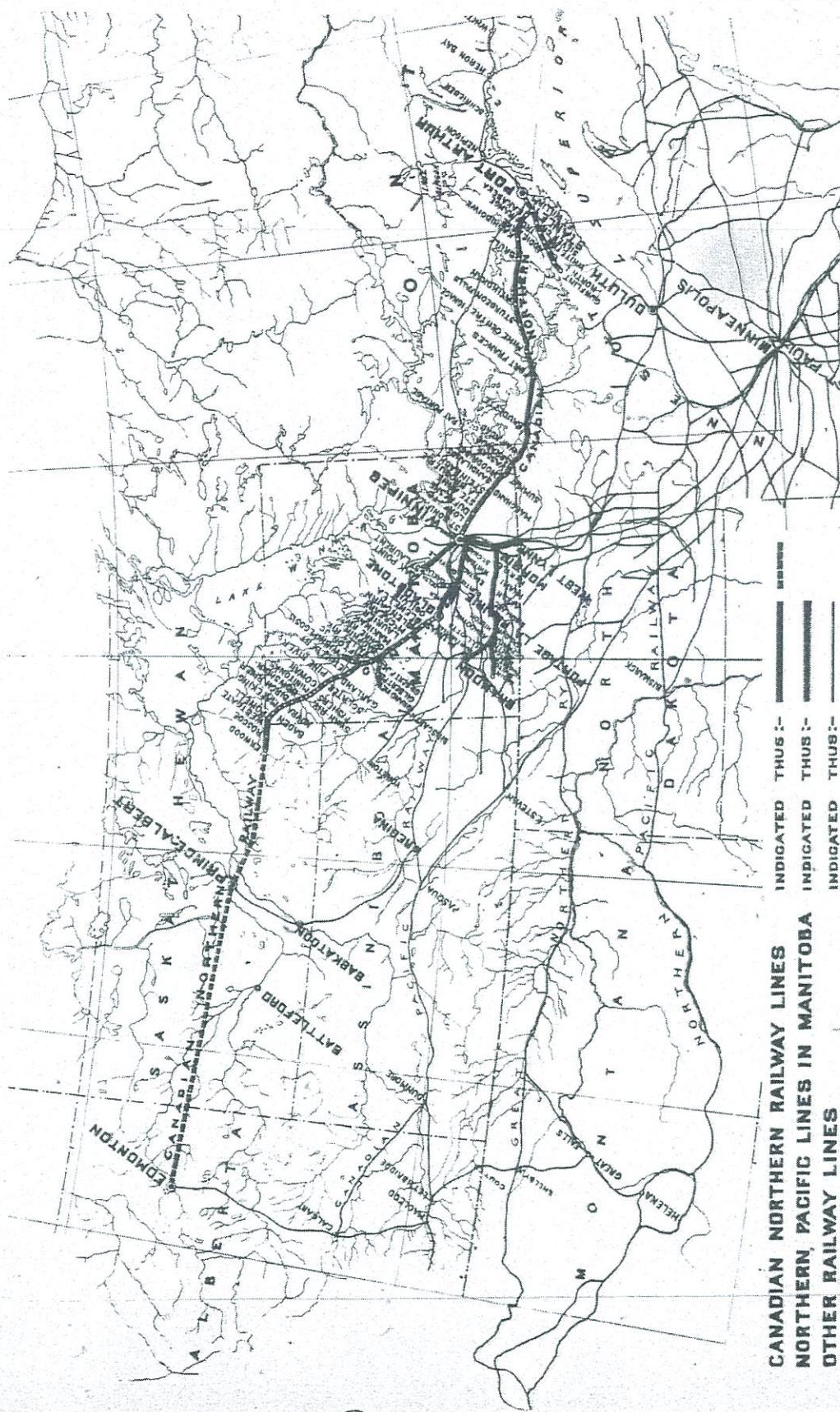
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pal aid.

The Canadian Northern Ry. Co. has, by an act passed by the Dominion Parliament this session, secured the confirmation of agreements entered into between it and the Manitoba South Eastern Ry. Co., and between it and the Ontario and Rainy River Ry. Co., for the amalgamation of their several undertakings under the title of the Canadian Northern Ry. Co. The Co. is further authorized to enter into an agreement with the bridge company owning the portion of the bridge across the Rainy River, which is situate in the state of Minnesota; and also to make agreements as to traffic, running and operating by way of lease or otherwise with the Minnesota and Manitoba Ry. Co., regarding that Co.'s line and rolling stock, etc. It is further authorized to construct and operate the following lines of railway:—(a) from the Co.'s line between Winnipeg and Marchand to Carman, thence westerly through Belmont to the westerly boundary of Manitoba; (b) from between Carman and Red River on "a" north-westerly to Portage la Prairie; (c) from a point on "a" west of Carman southerly, passing through Manitou to the International Boundary; (d) from a point on "a" southerly to near Emerson, and on a point in such line easterly along the row of townships numbered one to the Co.'s main line between Vassar and Sprague; (e) from 10 miles north of the Co.'s line between Winnipeg and St. Anne, thence southerly to the International Boundary; (f) from the Co.'s line at the end of the 40 miles constructed by the Winnipeg Great Northern Ry. Co., thence to St. Laurent or Oak Point on Lake Manitoba, thence in a generally northerly direction to near Grand Rapids on the Saskatchewan River; (g) from the Co.'s line between Oakland and Macdonald, thence in a generally westerly direction to near Brandon, thence in a generally north-westerly direction to the provincial boundary at or near township 15 or 16, thence in a generally north-westerly direction to a point on the Co.'s line north-west of Battleford. The Co. is given power to enter into an agreement with the Edmonton, Yukon and Pacific Ry. Co. for acquiring that Co.'s undertaking by lease, purchase or agreement.

The Manitoba Legislature last session passed an act respecting aid to railways under which the C.N.R. is empowered to build 100 miles of branch lines between such points within the Province as may be determined upon by the Lieut.-Governor-in-Council and agreed to by the Co. The aid granted in respect of a railway outside the Province in the N.W.T., is, by consent, transferred from such line to the construction of the additional branch line or lines in the Province. As yet no decision has been arrived at as to the lines to be aided under this act. (April, pg. 115.)

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**CANADIAN NORTHERN RAILWAY LINES
NORTHERN PACIFIC LINES IN MANITOBA
OTHER RAILWAY LINES**

The Canadian Northern Ry., a map of which is given above, will, when completed, give a route from Port Arthur through the Rainy River country and a portion of Minnesota to Winnipeg. From Winnipeg to Portage la Prairie the Northern Pacific's branch will be used. From Portage la Prairie the C.N.R. has running powers over the C.P.R.'s Northwest section to its own line at Gladstone Jet. A Northern Pacific branch is already in operation from Portage la Prairie to Beaver, 19 miles, and the C.N.R. will probably ultimately extend this to Gladstone Jet, some 12 or 15 miles, so as to have its own through line.

The C.N.R., which is now in operation from Gladstone Jet, to Irwood, N.W.T., is to be extended to Prince Albert, thence to Edmonton and ultimately no doubt to the Pacific Coast. The Northern Pacific's Manitoba lines taken over by the C.N.R. Co. are as follows:

International Boundary to Winnipeg	63.91
Morris to Brandon	43.41
Portage Junction to Portage la Prairie	32.32
Winnipeg to Gladstone	4.24
Depot to Barony	0.06
Portage la Prairie to Beaver	0.06
Portage la Prairie to Oakbank	0.06
Gladstone Jet to Erioso, S.W.T.	31.04

On the original of the above map the N.P. lines were shown in different style from the C.N. ones, but in reducing the map by photogravography to make the engraving the distinction has been obliterated.

Of the Canadian Northern's own lines the following have been completed and are open for traffic:

Albion Iron Range to Rainy River	14.8
Erioso to Prince Albert	10.0
St. Paul to Stanley	0.01
Stanley to Gladstone	0.01
The distance from the old Port Arthur, Duluth & Western Ry. to Gladstone is 14.8 miles.	0.01
Stanley to Gladstone	0.01
Rainy River to St. Paul	1.40
Gladstone Jet to Erioso, S.W.T.	48.48

Miles.
Winnipegosis branch 41
Gilbert Plains branch 47
Winnipeg towards St. Laurent 40
Gladstone 74.1
Contracts have been let for the construction of the following :

Albion Iron Range to Rainy River	14.8
Erioso to Prince Albert	10.0
St. Paul to Stanley	0.01
Stanley to Gladstone	0.01
The distance from the old Port Arthur, Duluth & Western Ry. to Gladstone is 14.8 miles.	0.01
Stanley to Gladstone	0.01
Rainy River to St. Paul	1.40
Gladstone Jet to Erioso, S.W.T.	48.48

This will give the C.N. Ry. a total mileage of 1,400d., of which 1,068 are in operation,

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[SEPT., 1901.]

Canadian Northern Railway Elevator.

The elevator which is being built at the south-western end of Port Arthur, Ont., is located out in the water nearly half a mile from shore. The dimensions are 106 ft. wide, 250 ft. long, and 175 ft. high above water line. The storage capacity is 1,250,000 bush. The unloading capacity is 250 cars a day, and the loading capacity into steamships 100,000 bush an hour. The elevator is of semi-fireproof type, having a large amount of steel and concrete in its construction; and all wood used, both inside and outside the building, is covered with sheet steel; a minimum rate of insurance will thus be obtained.

The foundation consists of 3,500 piles, driven in clusters of 12, 15 and 20 each. The piles are cut off $2\frac{1}{2}$ ft. under water, then capped with hardwood grillage plank 8 ins. thick, which completely covers the top of clusters. On this, concrete piers are carried to 8 ft. above water level. A heavy frame story, 24 ft. in height, forms the workfloor of the elevator, through which two railway tracks run. Ten cars of grain can be unloaded simultaneously by means of 10 pair of automatic car shovels. On this floor is also effected the cleaning machinery and cleaner's, etc. haul for moving cars, and many other special appliances. Below the workfloor is an 8 ft. basement, having a cement floor. Immediately above the workfloor are located the hopper bottoms of the bins, which are all built by patented fireproof system of steel bands and cement, being in the shape of an inverted pyramid, so that the bins will be absolutely smooth and self-cleaning. From the top of the hopper bottoms, the bins extend to a height of 70 ft. The majority of the bins are 14 ft. square by 70 ft. deep, but a number

call the scale floor, where are located 10 hopper scales, each capable of holding and weighing 84,000 lbs. of grain. Below the scale floor is the distributing floor. In this story are located the revolving distributing spouts, connected with each scale, they in turn being connected with the permanent system of spouting, leading from a ring to the different storage bins, so that the grain from each scale can be distributed into 21 different bins. The revolving distributing spout is carried on a vertical shaft resting on ball-bearing step, the spout being counterweighted so that when no grain is passing through it, it raises free from permanent spouting, but on the grain being let down from the scales the revolving spout is weighed down, making a tight connection with the spouts. This revolving spout is connected by light flexible steel cables with a hand wheel and pointer and dial on the scale floor, and is under the perfect and accurate control of the weighman without his having to leave his scale. Connected with this spout is also a lock-up device, connection with which also leads to the scale floor, so that spout once being connected cannot be moved except by the operator on the scale floor. Connection from the switch valve on the loftier floor is also brought down to the scale floor, so that the whole operation of handling and distributing the grain in the cupola is under control of the weighman without leaving his scales. This is claimed to be unquestionably the most perfect system of grain distribution used in any elevator.

The machinery consists of main shaft running the full length of the elevator, located in the basement. All machinery is driven direct from this shaft by rope transmission. Connected to each driving pulley on this shaft is a friction clutch, so that each separate piece of machinery can be stopped or started at

the end of the elevator, 45x60 ft. in size, and 17 ft. high. In the power house is located one 750 h.p. engine, three boilers, condenser, boiler feed pump, and one 1,000 gallon underwriters' fire pump; also one 35 h.p. automatic engine, electric generator of 35 k. w. direct connected to shaft of engine; also marble panel switch board, etc. At the end of the power house is located a brick chimney 170 ft. high, having $4\frac{1}{2}$ ft. flue. The outside size at base is 14 ft. square to a height of 20 ft., where the shape changes from square to octagon, and from octagon to round, the round part of the chimney being 150 ft. high, $13\frac{1}{2}$ ft. at the bottom and tapering to 8 ft. at the top.

The whole exterior of the elevator is covered with corrugated sheet steel, and all interior woodwork is covered with crimped sheet steel. All floors are of steel and concrete, and this with the steel and concrete hopper bottoms ensures a practically fireproof elevator.

Plans and specifications for this building were prepared by J. A. Jamieson, of Montreal, who also secured the contract for construction. All the machinery and special labor-saving appliances, as well as the system of fireproofing, are of his design. On account of a large amount of dredging being required before the foundations could be put in, work was late in getting started, but it is now being rushed with a view of getting the elevator ready to handle this season's crop.

Chicago and Western Indiana Road.

At a meeting of the directors and officials at Montreal, July 24, there were present:— President Thomas and E. A. Bancroft, General Counsel, C. & W.I.R.; G. B. Reeve, 2nd Vice-

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thick, which completely covers the top of chusters. On this, concrete piers are carried to 8 ft. above water level. A heavy frame story, 24 ft. in height, forms the workfloor of the elevator, through which two railway tracks run. Ten cars of grain can be unloaded simultaneously by means of 10 pair of automatic car shovels. On this floor is also effected the cleaning machinery and "cleaners," car haul for moving cars, and many other special appliances. Below the workfloor is an 8 ft. basement, having a cement floor. Immediately above the workfloor are located the hopper bottoms of the bins, which are all built by patented fireproof system of steel bands and cement, being in the shape of an inverted pyramid, so that the bins will be absolutely smooth and self-cleaning. From the top of the hopper bottoms, the bins extend to a height of 70 ft. The majority of the bins are 14 ft. square by 70 ft. deep, but a number are subdivided to form smaller ones for the storage of small lots of grain. Above the bins is the cupola, which runs the full length of the building, and is 42 ft. wide by 68 ft. in height. It consists of four stories, the top one being called the lofter head floor. On this story is situated the top of all the lofters and elevating legs, by means of which the grain is carried from tanks in the basement, and discharged into the garners in the story below. The grain from each leg can be discharged into either of two garners by means of switch valves. The story below the lofter head floor is called the garner floor. Here are located the 10 garners, each capable of holding 84,000 lbs. of grain, or more than a full carload. The next story below this

and on the scale room, and is used for perfect and accurate control of the weighman without his having to leave his scale. Connected with this spout is also a lock-up device, connection with which also leads to the scale floor, so that spout once being connected cannot be moved except by the operator on the scale floor. Connection from the switch valve on the lofter floor is also brought down to the scale floor, so that the whole operation of handling and distributing the grain in the cupola is under control of the weighman without leaving his scales. This is claimed to be unquestionably the most perfect system of grain distribution used in any elevator.

The machinery consists of main shaft running the full length of the elevator, located in the basement. All machinery is driven direct from this shaft by rope transmission. Connected to each driving pulley on this shaft is a friction clutch, so that each separate piece of machinery can be stopped or started at will. On the work floor are located three lines of shaft, two to operate automatic ear shovels, and one for operating cleaner machines. In the cupola there are no long shafts, each of the elevating legs being driven direct from the main shaft in the basement, by rope drive, to large grooved pulleys at the head of the leg. This avoids any undue friction of machinery by using short shafts only. All bearings are of the highest type of genuine ball and socket ring oiling bearings, which will run on an average six months with one filling of oil. The whole of the machinery is of the very highest class that can be manufactured.

The power plant is located in a brick power

bottoms ensures a practically fireproof elevator.

Plans and specifications for this building were prepared by J. A. Jamieson, of Montreal, who also secured the contract for construction. All the machinery and special labor-saving appliances, as well as the system of fireproofing, are of his design. On account of a large amount of dredging being required before the foundations could be put in, work was late in getting started, but it is now being rushed with a view of getting the elevator ready to handle this season's crop.

Chicago and Western Indiana Road.

At a meeting of the directors and officials at Montreal, July 24, there were present: President Thomas and E. A. Bancroft, General Counsel, C. & W. J. Rd.; G. B. Reeve, 2nd Vice-President, and F. W. Morse, 3rd Vice-President, G. T. R.; President McDoel, and G. W. Kretzinger, General Counsel, Chicago; Indianapolis and Louisville Rd.; President Underwood and O. W. Johnson, General Counsel, Erie Rd.; President Carpenter and O. S. Lyford, General Counsel, Chicago and Eastern Illinois Rd.; President Ramsay, and Col. Blodgett, General Counsel, Wabash Rd. The object of the meeting was to confer as to what was to be done in order to comply with the decision of the Chicago City Council to compel the road to elevate its track between 16th and 23rd streets in that city. The work will doubtless be undertaken at an early date, but the negotiations, which involve a multitude of

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The main cause in this way. So far as the shipping public or importers are concerned, it will have no bearing whatever upon them as they will neither save nor lose by the proposed change.

Canadian Northern Ry. Construction.

The Co. is reported to have acquired every foot of water front at Port Arthur, Ont., except that owned by the C.P.R., for use as wharf and dock space.

A full description of the elevator being built at Port Arthur is given on pg. 302. Superintendent Gorrie states that the Co. will probably build a second elevator at Port Arthur, but that it could not be got ready in time to store any of this season's crops. J. B. O'Brien, Superintendent of Construction, recently stated that the ballasting of the line from Stanley to the Aikokan river had been completed. Ballasting from Port Arthur to Stanley, Ont., has since been gone on with.

On Aug. 10 we were informed that grading and bridging had been completed to 140 miles west of Stanley, Ont., or 159 miles from Port Arthur, and that about 80% of the work had been done on the remaining 128 miles to the crossing of Rainy River. Tracklaying has been completed to 130 miles west of Stanley, and it is expected to have it completed to Rainy River in October, which will give a through line to Winnipeg. (Aug., pg. 220.)

The Rainy lake bridge work is situated across the narrows of Rainy lake, and the railway crosses five islands within the narrows, the distance between the main shores of which is $2\frac{1}{4}$ miles. In this distance there are $1\frac{1}{2}$ miles of pile trestle work in six stretches, two of about 500 ft. each, one of 1,000 ft., and one each of 1,800 ft., 1,900 ft., and 2,000 ft. The line cuttings on this work are all bare rock, and this material has been utilized in the approach fills to all his bridge work, and rock filling has been extended over the bare rock bottoms until ground suitable for piling was reached. Piles, however, are driven to some extent into the rock filling, which forms a most excellent sounding. The remainder of the piling is driven into a deposit of stiff

consists of concrete piers, and all resting on pile foundations. For the center and other piers, piles were first driven at about $2\frac{1}{2}$ ft. centers, about 18 ft. into the bottom of the river, and cut off from 24 ft. to 26 ft. below high water by a circular saw on a vertical shaft. Water-tight caissons were then partly built and floated over the site of the piers, and concrete deposited to about one-third the depth of the water as they were lowered. The base of rail on the bridge work is built above water as they were lowered. The form of the piers was then placed, and the concrete work continued to completion. The bottoms of the caissons reached their bearings on the piles about 18 ft. above pile cut-offs. The base of rail on the bridge work is 16 ft. above high water. This work was ready for the superstructure on June 13, and was carried out without any mishap of any kind under M. H. MacLeod, C.E., the Co.'s Chief Engineer of lines west of Rainy river, with R. Ballou as superintendent of the work.

The superstructure consists of steel throughout, and proportioned for the heaviest railway load consisting of two consolidation locomotives with their tenders, weighing each 285,600 lbs., followed by a train load of 4,200 lbs. per lined foot, being closest of the Dominion Government specifications. They are all through single track spans. The fixed spans are of the single intersection Pratt designs, pin connections with eyebars on the lower chords and intermediate diagonals of the top trusses and boxed riveted work in the top chords and riveted work in all the other members of the bridge. The height of trusses between pins is from 27 ft. at ends to 35 ft. at middle panels. The swing span is upon the center-bearing principle, adjustable also to practically a rim-bearing one, and the arms of the swing are all rivet connected work. Pin connections are made about the central portion of the bridges and come into use principally when the bridge is being swung. The swing will be operated by a 35 h.p. gasoline engine and gearing, placed in an operating engine and gear building located between the and observatory building, the door trusses at the middle of the bridge, the door of which is 25 ft. above the track. The height

above low water, and the distance from the floor of the caissons and all space between the inside of the caissons and the pier proper filled with stone to the top of the latter. The heart of the center pier is a cylinder of concrete, 14 ft. in diameter. The base of rail on the bridge work is 0 $\frac{1}{2}$ ft. above highest water. The substructure is nearing completion, and has been carried on to date without mishap of any kind.

The superstructure is of steel throughout, and is proportioned to the same rolling loads as the Rainy river bridge, being the heaviest loading specified by the Dominion Government. They are all through single track spans, and of similar design to the Rainy river bridge, except that the swing span has a horizontal top chord; and the swing spans rim bearing turntable and a corresponding central panel. The height of the trusses between piers on the fixed spans is 32 ft., with a horizontal top chord; and the swing spans on the arms are 32 ft. deep between chord pins, also with horizontal top chords, but the central panel is 40 ft. deep between similar points. This swing is arranged to operate both by hand or electric power. The entire bridge is expected to be completed by the middle of Sept. There will be a 5 ft. footway on one side of this bridge throughout. The branch from St. Charles, Man., on the Portage la Prairie branch, about 9 miles south-west of Winnipeg, will not, for the present at least, be built to Carman and thence westerly, as stated last month. It will run about due south-west from St. Charles to township 6, range 2, thence west to the Bates settlement. Some 35 to 40 miles will probably be built this year. It will serve the country between the C.P.R. South-western and Great Northern, G.H. Street, Winnipeg, is contractor. (Aug., pg. 226.)

There is no doubt the Co. intends to resurrect the old Winnipeg and Hudson's Bay Ry., which was built from Winnipeg north-west only to the vicinity of Shoal Lakes, some 45 miles, but it is not likely that anything will be done this year. It would serve a good district and will, doubtless, be an accomplished fact ere long. (Aug., pg. 226.)

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pensed with. In reference to the foregoing, the Secretary of the freight department of the Trunk Line Association advised us on Aug. 15 that the subject had been under consideration, but that he was not aware that any conclusive action had been taken.

The following information in regard to the above has been furnished us from an authoritative source. For some years past each of the trunk lines has appointed in the seaboard cities, such as New York, Boston, etc., what are known as "import freight agents." These men are not direct railway employees, but are, as a rule, custom house brokers and forwarders who have a connection or representation in the chief European cities such as London, Liverpool, Manchester, Paris, Berlin, Hamburg, etc. It is necessary, at a large centre like New York, that the custom house work in connection with the importations should be carried on by an organization specially adapted to the business, such as these custom house brokers have, but which the railway companies have not. In connection with their custom house duties, as stated above, they do a forwarding business, and their connection with the importing trade is so close that at times they are able to influence a good deal of traffic to the rail-way companies, for which in the past, some railways have paid them a commission varying from 10 to 25% of the railway freight rate. This has of late become rather burdensome on the inland carriers, and an effort is being made to see whether or not the import freight business cannot be handled by the railway companies direct, and without the assistance of these import freight agents, and thus save the inland carriers the commission paid out in this way. So far as the shipping public or importers are concerned, it will have no bearing whatever upon them as they will neither save nor lose by the proposed change.

In reference to the forging of the rock, the most of this bridge work is over water from 25 ft. to 42 ft. deep, and piles up to 55 ft. in length have been used. Two steam pile drivers, a steam hoist, and a large force of men have been engaged on this bridge work all this season. The work is in an advanced stage, and will be completed by the end of Sept. The contractor is J. R. Turnbull, and the work is being carried out under his supervision of T. H. White, C.E., Chief Engineer of the Ontario division. The general drawings and details for the work were prepared by H. Bannister, C.E., at Port Arthur.

The Rainy river, which forms the international boundary between Ontario and Minnesota, is crossed at right angles by one of the most modern, up-to-date pieces of bridge-work on the continent. The crossing occurs between Beaver Mills, on the Canadian side, and Beaudette, on the U.S. side, about 13 miles above the river's mouth at the Lake of the Woods. The bridge at the crossing is 1,080 ft. long between the abutments, and is divided into 6 spans - 4 of which are fixed bridges 180 ft. long and two channel spans, each 160 ft. wide in the clear, and covered by a swing span of 300 ft. in length between pier centers. The current in the river at the crossing is very light; seldom exceeding 2 miles an hour, and the average depth of water at its highest stage is about 26 ft., to a very regular bottom of sand, gravel and clay. The difference between high and low water is about 6 ft.

The sub-structure of this bridge work was put in by Kelly Bros., contractors, of Winnipeg, from designs made at Winnipeg under the supervision of M. H. MacLeod, chief engineer of the Co.'s works west of Rainy river. The abutments and piers are all first-class Ashlar masonry resting on piles throughout, 30 ft. long under abutments, and 20 ft. long under piers driven through a formation of clay to bedrock. The foundation were put in at low water stage, water-tight timber caissons being used up to 2 ft. above low water, and the masonry begun from the floor of the caissons, and all spaces between the inside of the caissons and the pier proper filled with stone to the top of the latter. The heart of the center pier is a cylinder of concrete, 14 ft. in diameter. The base or rail on the bridge-work is 9 $\frac{1}{2}$ ft. above completion, and has been carried on to date without mishap of any kind.

The superstructure is of steel throughout,

of Rainy river is M. H. McLeod, with office at Winnipeg. R. J. Mackenzie is in charge of construction.

The Red river is crossed on a skew of 17° from the direction of the current, about 700 ft. below the Broadway highway bridge, between St. Boniface on the east bank and Winnipeg on the west bank, and forms a direct entrance into Winnipeg to the yards and property of the Northern Pacific Ry., now operated by the Canadian Northern Ry. This bridge work is of the most modern type throughout in every way. The river at the crossing on the line of the bridge is 932 $\frac{1}{2}$ ft. between abutments, and the bridge is divided into 6 spans, 4 of which are fixed bridges 168 ft. long, and 2 are channel spans each 76 ft. wide in the clear at right angles to the current of the river, and covered by a skew swing span of 260 ft. in length between pier centers. The depth of water in the channel spans varies from 7 $\frac{1}{2}$ ft. at low water to 32 ft. at high water.

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A full description of the elevator being built

Work is proceeding on the 18 miles extension from Beaver to Gladstone Jct., Man. The contractors are D. Keith, A. C. MacKenzie & Co., and C. W. Wellman. The work is of the usual prairie character, with no bridges of any size. Two stations are to be erected, but they have not yet been located or named. The work is expected to be completed about Oct. 15. (Aug., pg. 226.)

The main line from Gladstone Jct., Man., was completed last year to Erwood, Sask., at the crossing of Red Deer river, 278 miles from Gladstone Jct. The river has been crossed by a wooden trestle, 1,000 ft. long, and a 200 ft. span, and it was expected to complete 60 miles of line beyond Erwood towards Prince Albert this season, which would take the end of the track to the Carrot river district, but work has been much delayed by wet weather. It is expected that the line will be pushed on to Prince Albert next season, and then on to Edmonton. It is expected a survey party will start at Edmonton shortly, working east. (June, pg. 171.)

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The work of filling in the yards at the terminal at Port Arthur has been suspended until spring, but work on the elevator and other works is being pushed. A rearrangement of the office space at the station has been made by which Supt. Gorrie will move to the first floor, leaving the ground floor for the local operating staff. The roundhouse is now fitted for 12 locomotives, the additional five stalls having been completed. Two miles of siding have been laid out which are expected to be sufficient to accommodate the winter business.

Ballasting is going on along the line towards Fort Frances, and tanks and station buildings have been completed to the 21st siding. At Atikokan, 139 miles west of Port Arthur, the first divisional point, a 10-stall roundhouse has been built. The second divisional point will be at Rainy river.

Since the beginning of Dec. tracklaying has been proceeding east from Fort Frances, as well as west from the Port Arthur end, and the tracks were expected to meet by Dec. 30. At the Fort Frances end H.-Mann's track-laying machine was used and the engineers report that it has been doing good work. R. McCallum, of the Ontario Department of Public Works, recently inspected 106 miles of the line, and reports the road-bed to be an excellent one, the grade varying from 6 ins. to 1 ft. in 100 ft., while the curves are also very slight. In the Rainy river valley there is a straight run of 18 miles in one instance. In some localities the road has been a very expensive one to construct.

The telegraph line along the track from Fort Frances, Ont., to Winnipeg, Man., has been completed.

We were officially informed, Dec. 14, that the press reports crediting the C.N.R. with being about to extend its line from War Road, Minn., through Rosseau and Kitson counties, Minn., were merely rumors and without foundation. The Co. is not doing any work of any kind in that direction.

The Carman branch is to be extended through to Somerset, Man., next season, where a connection will be made with the old Northern Pacific branch line from Morris to Brandon. The present length of the Carman branch is 52.5 miles. It is reported that some difficulty has arisen between the Co. and the town of Carman respecting the location of the station, and that W. Simpson and E. L. B. McLeod have applied for an injunction to restrain the Co. from proceeding further with construction.

The management disclaims any intention of building a branch from Neepawa, Man., through the Riding Mountain district next

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The management disclaims any intention of building a branch from Neepawa, Man., through the Riding Mountain district next summer, as reported in the daily press. Press reports state that surveyors have been at work in the vicinity of Neepawa in connection with a C.N.R. extension, probably from the main line to Neepawa. See Morden & Northwestern Ry., pg. 4.

No track was laid during 1901 beyond Erwood, Sask., the terminus for 1900, but a beginning will, it is said, be made in the spring as there are 25 miles of the grade ready, and some additional milenge partially graded. The line is located as far as Prince Albert, 180 miles from Erwood.

J. R. Armstrong, C.E., who has completed a general survey of the route of the extension of the line from Prince Albert to Edmonton, states that it will cross the north branch of the Saskatchewan river within the limits of Prince Albert. For 15 or 20 miles from the town the country is hilly and will be somewhat difficult to build through, and the balance of the country is bluffy, but presents no special features of difficulty. Mr. Armstrong, with W. F. C. Parsons, C.E., is now engaged in staking out the right of way ready for the commencement of construction in the spring.

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miles of sidings in the yards at Winnipeg. During the past year the elevator accommodation at the Co.'s stations had been increased 250,000 bush.; new stations had been built, and other improvements made all along the line.

The Carman branch from St. Charles to Carman, Man., 52 miles, has been extended west from that town, making its total length 63.5 miles. It is proposed to continue it to Somerset, on the old Northern Pacific Morris-Brandon branch.

The extension between Beaver and Gladstone Jet., Man., was put in operation Dec. 27, when the Co. began running trains over its own line through from Winnipeg to Erwood, instead of over the C.P.R. from Portage la Prairie to Gladstone Jet.

Press reports state that a party in charge of W. Burns, C.E., is surveying for an extension of the Gilbert Plains branch through the gap between the Ridigg and Duck mountains in Manitoba.

During 1901, on the extension of the main line from Erwood, Sask., westerly, 25 miles of grading was done, but no track was laid. The line is located from the end of the grading to Prince Albert, 155 miles, and grading will be resumed in the spring. G. H. Strevel & Son, of Winnipeg, have a contract on this section of the line, but information as to the distance covered by it is not yet available.

D. D. Main stated, in a recent interview at Winnipeg, that the line would be completed to within 100 miles of Edmonton, Sask., this year. Contracts for portions of this work, which covers between 300 and 400 miles of grading, are being let, but details are not available.

M. H. McLeod, Chief Engineer of the C.N. Ry. lines west of Fort Frances, recently returned to Winnipeg from going over the route of the line through Saskatchewan, from Prince Albert to Battleford. Under his direction a small force was put to work grading in

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M. H. McLeod, Chief Engineer of the C.N. Ry. lines west of Fort Frances, recently returned to Winnipeg from going over the route of the line through Saskatchewan, from Prince Albert to Battleford. Under his direction a small force was put to work grading in some swampy places beyond Erwood so as to facilitate construction in the spring. Final location parties are working between Stoney Creek and Prince Albert, to determine the best point to cross the Saskatchewan river. One report states that the Co. will lay out a town site on the South Saskatchewan, 25 miles south of Prince Albert, and that a branch will be run into Prince Albert, the main line proceeding westward and crossing the Qu'Appelle, Long Lake and Saskatchewan Ry., between Hague and Rosthern. Borings and examinations are being made at different points to find a suitable crossing place, but nothing has been decided.

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Canadian Northern Ry. Construction.

The Co. has given notice that it will make application at the ensuing session of the Dominion Parliament for an act empowering it to construct a line from a point on its line between Port Arthur and Fort Frances, to Quebec, and from points on this line to Port Arthur, Ottawa and Montreal; from McCreary station, Man., to the southern boundary of Manitoba; from near the narrows of Lake Manitoba to between Edmonton and the Yellow head pass; from near Swan River to the Pacific coast near Skeena river, via the Pine River pass; from east of Edmonton to the Red Deer river; and from near Hanging Hide river (Sask.), to the mouth of Carrot river near Pas Mission. Power is also asked to confirm the amalgamation with the C.N. Ry., of the Edmonton, Yukon & Pacific Ry. Referring to this application, W. Mackenzie recently stated that the projected line to Quebec will pass through an excellent country, particularly in northern Ontario, where there are not less than 16,000,000 acres of excellent farming land lying between Lake Superior and Hudson's bay. He also said the projected line will be shorter than that of the C.P.R. The route has not yet been all surveyed.

THE RAILWAY AND SHIPPING WORLD

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J. S. Lovell, W. Bain, E. W. McNeill, R. Gowans and R. Richardson, clerks in the law office of Blake, Lash & Cassells, Toronto, were incorporated under the Ontario Companies' Act, Jan. 4, under the title of the Lake Superior Terminals Co. (Ltd.), with a capital of \$1,000,000, to construct wharves, docks, warehouses, freight sheds, stations, hotels, railway and steamboat terminals, and generally to carry on the business of a terminals Co. It is understood that the Co. is being formed to construct and operate the railway and steamer terminals at Port Arthur in connection with the C.N. R.

The "last spike" of the Ontario and Rainy River section was officially driven Dec. 30, at Atikokan, 139 miles west of Port Arthur, by Hon. E. J. Davis, Commissioner of Crown Lands for Ontario, thus completing the through line between Port Arthur, Ont., and Erwood, Sask., 809.7 miles. The actual laying of the last rail and driving the last spike took place at Commissioner, 11 miles east of Fort Frances, on Dec. 31, when W. Mackenzie and D. D. Mann did the work. The official spike was a silver one with an inscription, but the actual last spike was of the ordinary type. The people of Port Arthur entertained the members of the firm of MacKenzie, Mann & Co., and others interested in the construction of the railway, at dinner on Dec. 30, after the official completion of the line. Replying to the principal toast, W. Mackenzie said the approximate mileage of the C.N. system, which included the lines of four different companies in addition to the lines of the Port Arthur, Duluth & Western Ry., and the Northern Pacific and Manitoba Ry., approximated 1,300 miles, of which 354 were in Ontario, 50 in Minnesota, U.S., 883 in Manitoba and 33 in Saskatchewan. He

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U.S. The charter is a G.T.R. one, and was obtained in 1898.

The Windsor, Essex and Lake Shore Rapid Ry. Co. is applying at the current session of the Ontario Legislature for an act increasing its bonding powers to \$20,000 a mile. The Winnipeg Electric St. Ry. Co. is reported to have completed an arrangement with the Ogilvie Milling Co. for the joint development of 10,000 h.p. on the Winnipeg river, about 60 miles from the city.

Winnipeg to Lac du Bonnet.—H. Burkholder, of Chicago, is promoting a project for the development of a water power at Lac du Bonnet, Man., and the construction of an electric line from Winnipeg there, a distance of about 62 miles.

The Winnipeg River Power Co., Ltd.—F. H. Phippen, solicitor, Winnipeg, gives notice that application will be made at the current session of the Manitoba Legislature for an act to incorporate a company under this name, with power to acquire and develop water powers in or near Winnipeg, and to sell the power, also to construct an electric railway between Winnipeg and Selkirk and points on the Winnipeg river via Selkirk.

The Woodstock, Thames Valley and Ingersoll Electric Ry. Co. is making application at the current session of the Ontario Legislature for an act extending the time for the completion of a small portion of line authorized to be constructed in Woodstock, and for the construction of the Embro branch; and to confirm a by-law passed by the town council of Ingersoll. The Co. also desires power to issue preference stock.

The York and Carlton County Ry., from N.W. on the Canada

miles of sidings in the yards at Winnipeg. During the past year the elevator accommodation at the Co.'s stations had been increased 250,000 bush.; new stations had been built, and other improvements made all along the line.

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[AUG., 1901.]

3.; W. Mackenzie and D. D. Mann have completed an inspection of the Ontario division from Port Arthur as far as the track has been laid, and of the Manitoba section from Winnipeg to Beaudette, and thence over the Rainy River section to Fort Frances. Mr. Mackenzie says that the line between Port Arthur and Winnipeg will be completed by Oct. 1.

A dock costing \$15,000 is being built by the Co. at Beaudette, Minn., where the line crosses Rainy River.

The bridge across the Red River between St. Boniface and Winnipeg is expected to be completed by Sept. 15. (June, pg. 170.)

Nothing in the way of car or repair shops will be built this year at Winnipeg, but some improvements and additional machinery will be put up so as to complete 100 box cars by Oct., in time for the handling of the season's crop.

It is rumored that the C.N.R. Co. intends to rebuild the section of the Winnipeg and Hudson's Bay Ry., which was constructed from Winnipeg northwesterly to the vicinity of Shoal Lake, some 45 miles, but which has never been operated, and that it will be further extended northwesterly.

The contract for the construction of a branch line from St. Charles, 11 miles from Winnipeg, on the Portage la Prairie branch recently taken over from the Northern Pacific, to Carman, and thence westerly 68 miles, or 100 miles as necessity may arise, has been let to G. H. Strevel. J. W. Buchanan and A. Labelle & Co. are sub-contractors, and grading is being pushed forward rapidly. Mr. Strevel says the work is light. (June, pg. 182.)

Grading has been commenced on the extension of about 18 miles from Beaver, the terminus of the Portage la Prairie-Beaver branch taken over from the Northern Pacific Ry., 19 miles northwest of Portage la Prairie, to Gladstone Jct. on the Minnedosa section of the C.P.R., formerly the Manitoba & Northwestern Ry. Gladstone Jct. is the original starting point of the Lake Manitoba Ry. & Canal Co.'s railway, now merged in the C.N.R. It is expected that the work, which is in charge of R. J. Mackenzie, will be completed by Oct. 1, and the C.N.R. will then have a through line from Winnipeg to Saskatchewan. (June, pg. 182.)

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The Manitoba Railway Contracts.

The bill ratifying the contracts between the Manitoba Government and the Northern Pacific Ry. Co., and between the Manitoba Government and the Canadian Northern Ry. Co., passed through the committee stage in the House of Commons, May 13, and on coming up for a third reading the same day, was under discussion until 2.30 a.m., on the morning of May 14, on the motion of Mr. Richardson (Lisgar) and Mr. Labelle for a six months' hoist. The amendment was only supported by five members, and the bill was read a third time and passed. The passage through the Senate was little more than a formal matter, and the bill under the new title as an act to amalgamate certain specified railways was assented to by the Governor-General on the day of the prorogation.

On May 25, the N.P. lines in Manitoba were formally handed over to the Government, and the lease signed and delivered to Premier Roblin and the Minister of Public Works in the office of G. W. Vanderslice, General Superintendent of the N.P. Ry. An arrangement was made by which the Canadian Northern Ry. would operate these lines taken over for the Government, until the formal documents had been made out by which they would be transferred to it. A week later President Mellin, of the N.P. Ry., arrived in Winnipeg, accompanied by other executive officers of the Co., and turned over the rolling stock and other property belonging to the lines to the Government, and on the same day the lines were transferred to the C.N.R. under the agreement. As a first result of the new order of things the passenger rates on the lines of the Canadian Northern were reduced from 4c. to 3c. a mile, and a $7\frac{1}{2}\%$ cut in freight rates

was made for the carriage of freight between points within the province, the reductions going into effect on June 1.

On May 23, an action was entered in the Court of King's Bench for Manitoba by Mayor Arbuthnot, of Winnipeg, and others against the Manitoba Government, the Canadian Northern Ry., and the Northern Pacific Ry., with a view of having the contracts voided and of prohibiting the Government making the transfer, and on May 30, an application was made to the Attorney-General for permission to enter an action to set aside the contracts entered into, the defendants in this case being the Canadian Northern Ry. Co., the National Trust Co., and the Provincial Treasurer. The Premier said this permission would not be granted, as "The Government cannot afford to allow its policy to be hindered and the country involved in expensive lawsuits." A few days later the actions were abandoned, and the delegates who opposed the passing of the bill at Ottawa, and those who supported them dined together in Winnipeg, and thanked five members who voted against the act.

In speaking at Killarney, Man., June 10, Premier Roblin referred to the proposed extension of railways within the province. He said: "What the government propose to do this year in the way of construction, I will give you in a few words. It is not the policy of the government at present to build by the use of the credit of the province or by the use of public funds of the province, lines that will simply be competing ones with the C.P.R.

Our policy is rather to make such extensions in the districts where the facilities are not what they ought to be and to give the farmers miles the convenience of a shipping point nearer than that. We have now let contracts

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to build on the C.N.R. from a point at or near St. Charles on the Portage line south or southwesterly to township 2, range 6; thence westerly 68 or 100 miles as necessity may demand and circumstances justify. We have also completed arrangements to have constructed 15 or 18 miles from Beaver to a point on the Canadian Northern, northwest of Portage la Prairie, up to Gladstone. That's all we have arranged for definitely with the C.N.R., and as an aid to the Co. to secure that construction we give the usual guarantee of \$8,000 a mile, taking a mortgage upon the road and rolling stock as security for payment of interest and principal.

"With the C.P.R. we have not made any written agreement, but have been negotiating for some time and have practically agreed that it shall build 10 miles from the end of its Snowflake branch easterly, 18 or 20 miles westerly on the Waskada line, 10 or 12 miles from the end of what is known as the MacGregor extension and 42 miles northwesterly from Brandon to some point on the Great Northwest Central through the municipalities of Daly and Woodworth to range 29. We have practically agreed with the C.P.R. that the line from Brandon shall be constructed without any cost to the province. The Co. has, however, asked, and we have practically agreed to give it \$75,000 for extending the Waskada, the Snowflake and the Wellwood lines. We may be able to construct a little more, but we are going to have that constructed if it is at all possible to secure it."

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B., is mentioned in connection with the surveys. (June, pg. 167.)

Canadian Northern Ry. — The allocation of reserve A at Port Arthur has not yet been decided on, but W. Mackenzie and D. D. Mann were in Port Arthur recently conferring with the local authorities in respect to the various proposals that have been made in regard to it. The Thunder Bay, Nepigon and St. Joe Ry. promoters are also negotiating with the local authorities so that it may be assured of an entrance to the reserve.

The foundations for the 1,000,000 bush. elevator at Port Arthur are nearly completed, and it is expected that work on the superstructure will be commenced on an early date. The elevator dock is about half-a-mile in length, and has been built by the Co., and the erection of an additional dock is contemplated. A contract has been given for 3,270 steel buckets for the elevator, to be delivered in Sept. (June, pg. 170.)

Rails have been laid a short distance beyond the Atikokan iron range, and 75% of the grading has been completed between that point and Rainy River. The bridge construction over Rainy Lake at Fort Frances is also in a forward state. Every effort is being made by the contractors to hurry the work forward, so that the line may be opened through from Port Arthur to Winnipeg by Oct. 1. (June, pg. 170.)

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Canadian Northern Ry. Construction.

Since the other matter under this head on page 360 went to press, newspaper reports state in connection with the proposed extension to the Pacific coast that W. Mackenzie and D. D. Mann, of Mackenzie, Mann & Co., Hon. C. M. Wells, Chief Commissioner of Lands and Works for B.C., and J. N. Greenshields, K.C., acting for the B.C. Government, had met at Ottawa for a discussion of railway matters. The intention was to build from the Yellowhead pass through Quesnel northwest to the Skeena river, but Messrs. Wells and Greenshields proposed that the line should be diverted at Quesnel and built southwest to Bute inlet. As a result of the negotiations, Mackenzie, Mann & Co. are reported to have submitted a proposition for the early construction of the line from Quesnel, to begin at Bute inlet and build inland. At Bute inlet a connection would be made by ferry to a point at Seymour's narrows, Vancouver island. The Esquimalt and Nanaimo Ry., which now runs from Victoria to Wellington, would be extended northward and connect at Seymour's narrows with a ferry from Bute inlet. In this way a direct connection would be made with Quesnel, and Victoria would become the terminus of the C.N.R. It is further said that as a result of the negotiations the Dominion Government will give the usual assistance in the way of subsidies, and that the B.C. Government will give a subsidy of \$4,000 a mile. D. D. Mann and J. N. Greenshields will, it is said, go to Victoria early in Jan. to determine the terms and other details with the B.C. Government.

We have made inquiries with regard to the foregoing, but have been unable to verify many of the statements. So far as we can ascertain Messrs. Wells and Greenshields have been in communication with Mackenzie, Mann & Co. on this matter, and certain propositions have been made, but it is questionable whether any definite arrangement has been effected. The political situation in B.C. is and has been very unsettled, and it would be a very delicate matter to suggest what may happen in the near future.

The suggested line from the B.C. eastern boundary via the Yellowhead pass and Quesnel to deep water at Port Essington or Port Simpson would be about 400 miles in

toria, B.C., as provisional directors, to build a line from Wellington district, Vancouver island, northerly to or near the 50th parallel of latitude in Comox district, on the east coast of the island, and thence northerly through Sayward and Rupert districts to Cape Scott, or other point at the north end of the island. The Co. is authorized to enter into an agreement with the Esquimalt and Nanaimo Ry. among other companies, to sell or lease its property in whole or in part. The second charter was granted at the last session of the B.C. Legislature, incorporating E. G. Tilton and D. E. Campbell as the Imperial Pacific Ry. Co. Power is given to the Co. to "construct or acquire" a standard gauge railway from Victoria to Seymour narrows; and north-easterly "by way of Tete Jetne Cache or Yellow Head pass, or vicinity of Fort George, or Pine river or Peace river passes" to within 50 yards of the provincial boundary.

HOPE MOUNTAIN ROUTE.

At the conference at which the above was discussed, the question of the railway through the Hope mountains was also considered, but no definite decision was arrived at. Mackenzie, Mann & Co. represent the Vancouver, Victoria and Eastern Ry. and Navigation Co.'s interests, and have surveyed a route through the district; and the C.P.R. Co. has also surveyed a route from Midway via Princeton to Spence's Bridge, but the B.C. Government desires a direct line between Hope and Midway. Negotiations are in progress between the B.C. Government and the representatives of the two companies, but nothing has been settled.

Kingston and Pembroke Railway.

As mentioned in our last issue, the control of this Co. has been secured in the interest of the C.P.R. Co., over 70% of the stock having, it is said, been acquired. At a meeting at Kingston, Nov. 13, the board of directors was reorganized. C. F. Gildersleeve, who had been President since the road started, resigned, and is succeeded by H. M. Folger. The following five directors resigned: - R. V. Rogers and J. Swift, Kingston; H. Postor, Chicago; F. S. Flower and H. Seibert, New York and were succeeded by the following

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The suggested line from the B.C. eastern boundary via the Yellowhead pass and Quesnel to deep water at Port Essington or Port Simpson would be about 400 miles in length, and surveys have been made or are being prosecuted for the construction of lines covering most of the country under the charters of the Kitamaat Ry. (see pg. 355) and the Pacific, Northern and Ominica Ry. (see p. 357).

In reference to the suggested line from Victoria to Seymour narrows, and on to Quesnel, the Esquimalt and Nanaimo Ry. is in operation to Wellington, and there are two charters in existence under which the remainder of the line could be constructed. The Comox and Cape Scott Ry. Co. was incorporated by the Dominion Parliament in 1900, with J. Dunsmuir, R. M. Jeffrey, J. A. Lindsay, L. H. Solby, and H. K. Prior, of Vic-

to Victoria to Seymour narrows ; and north-easterly "by way of Tete Jeune Cache or Yellow Head pass, or vicinity of Fort George, or Pine river or Peace river passes" to within 50 yards of the provincial boundary.

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It is said that the road will be considerably improved next year, that new rails will be

Inc. Bonded /S/ Scrapers.

ed. Mr. Jelly was taken to Port Arthur, and thence home.

G. H. Strevel, railway contractor, Winnipeg, has retired from business. He has carried out large contracts on the Canadian Pacific and Canadian Northern railways.

A. Piers, who has been appointed Genl. Supt. of C.P.R. Steamships, was born in 1851, and received his education in France and England. He entered railway service in 1870 as clerk in the office of the General Manager of the Great Western Ry. of Canada, since which he has been, consecutively, to 1882, secretary and assistant to General Manager, same road; 1882 to 1889, secretary to General Manager C.P.R.; 1889 to 1891, engaged in shipping business at London, Eng.; 1891 to 1901, Supt. Steamship Lines, C.P.R.

T. A. Summerskill, who has recently been appointed Superintendent of Motive Power of the Central Vermont Ry., at St. Albans, Vt., entered railway service as an apprentice at the G.T.R. erecting shops, Montreal, in 1873, and after having been appointed charge hand there, he entered the service of the C.P.R., and was subsequently appointed Master Mechanic of the Manitoba and Northwestern Ry., leaving that Co. to take a similar position with the Southern Pacific Co. Later he was appointed Locomotive Foreman, G.T.R. at York, Ont., and in August last, Master Mechanic, Northern Division, G.T.R., at Allandale.

John M. Daly, who has been appointed General Manager of the Cape Breton Ry. Extension Co., was born at Peoria, Ill., June 18, 1860. He entered railway service in 1874 as clerk in the car accountant's office, Toledo, Peoria and Western Rd., since which he has been consecutively to 1877, switchman same road; 1877 to 1878, clerk Wabash, St. Louis and Pacific Rd.; 1878 to 1879, clerk Atchison, Topeka and Santa Fe Rd.; 1879 to 1883, clerk Chicago and Northwestern Ry.; 1883 to 1887, car accountant and trainmaster Chicago, St. Paul and Kansas City Ry.; 1887 to 1891, car accountant New York, Chicago and St. Louis Rd.; 1891 to Sept., 1892, car accountant Illinois Central Rd.; Sept., 1892, to May, 1899, superintendent of transportation same road; May 1, 1899, to Feb. 1, 1901, superintendent of transportation Delaware, Lackawanna and Western Rd. Recently he has been temporarily in the service of the Intercolonial Ry. at Moncton, organizing the car service department.

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house, which latter is being enlarged to accommodate an additional five engines. The package freight dock is to be enlarged, a spur track laid on it, and a shed is being built on it. No. 5 dock is to be enlarged and used for the Co.'s through freight and coal docks are being constructed. A new track has been laid to West Fort William, and other tracks are being laid for the handling or laying of these tracks enables the straightening out of a heavy curve on the street railway. At West Fort William the Co. has purchased or obtained options on about 1,000 acres, valued at \$25,000. A temporary station is to be erected on South Water St., and it is proposed, if the Pither's Point property can be secured from the government, to erect a large hotel there next year. Large coal docks have been constructed on the banks of the Kaministiquia river, which is navigable for the largest vessels from the lake for several miles.

The Duluth extension, the portion of the old Port Arthur, Duluth and Western Ry., beyond Stanley, 19 miles from Port Arthur, has been cleared and the track put in running order to Gunflint narrows, at the International boundary, 66½ miles. W. Mackenzie says it is the intention to build between Gunflint narrows and Ely, Minn., 45 miles, the present terminus of the Duluth and Iron Range Ry. The distance from Ely to Duluth is 17 miles, which will make the distance between Port Arthur and Duluth, 247½ miles.

Track laying on the Ontario division of the main line between Stanley and Fort Frances was reported on Oct. 31 to have reached some distance beyond Sturgeon Falls, on the Seine river, 162 miles west of Port Arthur and 50 miles from Fort Frances, to which point the line has been built from Winnipeg. The Seine river is crossed by a span of 140 ft. Mine Center is the next point to be reached. The work on this section is being retarded by the difficulty in obtaining men, although as much as \$2 and \$2.50 a day is being offered. There are some pieces of grading to be completed yet, but this is not delaying track laying. The line will be through to the Rainy

river before the end of Nov. The section of the line connecting Beaudette, Minn., where the line from Winnipeg crosses the Rainy river, to Fort Frances is completed and the first train was run into Fort Frances on Oct. 12. For some days prior trains had been running to Emo. The Co. had expected to have the road through from Winnipeg to Port Arthur by Oct. 1, when a reduction of 2c per 100 lbs. on grain freight would come in operation. W. Mackenzie has informed the Manitoba Government of the reason why the Co. was unable to complete the road by the date mentioned, and added that there was no reasonable doubt that the road would be completed to Port Arthur this season, and just as soon as it is the reduction would come into effect.

C. Schreiber, Deputy Minister of Railways, has just returned to Ottawa after a trip over the road and reports that the track is an excellent one and equal to the C.P.R.

The Minnesota State Railway Commissioners recently inspected the portion of the line in that state, and Judge L. B. Mills, in an interview, said: "I have never seen a better roadbed for a new line, the grading has been well done, the ties are of good size and well laid, the ballasting is very uniform, and the 60 lbs. steel rails used is suitable for very heavy and very fast traffic. I consider this line perfectly safe for heavy traffic, and may say that I am much pleased with the fine, substantial bridges that have been built. The big bridge over the Rainy river at Beaudette is as fine a structure as I have ever seen on any road. Moreover, the road has few grades of any account, and is remarkably free from sharp curves. It is built for the future, and is calculated to carry traffic 10 times its present requirements. The stations and other buildings are all of a permanent character, better than is usually seen on a new road."

The bridge over the Red river between St. Boniface and Winnipeg is completed and ready for traffic. A contract for the erection of the St. Boniface station has been let to Mayor Senecal of that town. A large block of land has been secured for the erection of freight sheds and repair shops in St. Boniface. The line will not be through to the Rainy

The grading of the branch from St. Charles to Carman, Man., has been completed and on Oct. 13 Premier Roblin said track had been laid to within 3 miles of Carman. The branch was expected to be open for traffic by Oct. 30. It is proposed to extend the line westwardly through the Boyne valley through Somerset.

The 16 miles connecting Beaver, Man., the terminus of the Northern Pacific branch from Portage la Prairie, with Gladstone Jct., the original starting point of the Lake Manitoba Ry. and Canal Co.'s line, now the C.N.R., has been completed, thus making through connection between Fort Frances, Ont., and the track end in Saskatchewan. Stations are being built on the extension.

Beyond Erwood, Sask., 280 miles from Gladstone Jct., to which point the main line is in operation, track laying was suspended early in the season in order that the steel might be utilized on other lines, and practically no additional mileage was laid. Over 20 miles have been graded and are ready for the steel, but it is not likely that much more work will be done this year. N. Keith is contractor for the grading.

W. Burns is in charge of a survey party engaged in locating the route for the continuation of the line to Prince Albert, 178 miles. J. Armstrong, lately in charge of construction on the line between Strathcona and Edmonton, has gone to Prince Albert to make an exploration survey for the further continuation of the line to Edmonton, about 330 miles. He will be joined later by M. C. McFarlane, who is in charge of construction of the Edmonton, Yukon and Pacific Ry. between Strathcona and Edmonton, Alberta. (Sept., pg. 279.)

The track of the old Northern Pacific line at Emerson, is being extended towards the Great Northern Ry. (U.S.), and this gave rise to a newspaper statement that the C.N.R. had arranged with the G.N.R. for an outlet to Duluth by that way for the through traffic. General Superintendent Hanna says the object of the C.N.R. in making the extension is to get the station nearer the center of the town than at present, so as to be in a better position to do business.

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Canadian Northern Railway's Growth.

Employes, Jan., 1897, 14; Nov., 1901, 1,069.
Wages per month, Jan., 1897, \$645.93;
Nov., 1901, \$44,091.84.

Size of time card, first card, single sheet,
 $6\frac{1}{4} \times 10\frac{1}{2}$; Nov., 1901, 14 pages, $9\frac{1}{2} \times 10\frac{1}{4}$.

Mileage operated, Jan., 1897, 100; now,
1,254.

Gross earnings, Jan., 1897, \$3,267.84; year
1897, \$70,119.28; Oct., 1901, \$136,031.49.

Equipment	1897	1901	
Locomotives	3	52	A
Passenger coaches	3	31	a
Cars	80	1,728	in

An Art School Association with 40 students
has been organized in connection with the
G.T.R. car shops in London, Ont. Classes
in drawing and mechanical drawing and

1901

in Manitoba, and 22 in Saskatchewan. He also stated that Port Arthur would be the terminal of the railway on Lake Superior for all time; that a 1,250,000 bush. elevator was practically completed there, and that what his firm had done was simply a guarantee of what would be done in the future, when they had time to realize all their plans in reference to a transcontinental line. D. D. Mann, who also spoke, stated that the C.N.R. had shipped via Pembina to Duluth 620,000 bush. of wheat, but this year all the wheat assigned to the line would be shipped via Port Arthur. The engineers who had located the line deserved great praise, as they had been able to secure grades going eastward for a distance of over 800 miles on the main line of 26 ft., and going west of 56 ft. to the mile. These grades would enable the Co. to carry loads of 45,000 bush. on one train at present, and of 75,000 bush. when the permanent way was improved. Transition curves had been built which would enable passenger trains to travel smoothly over the line, and split switches had also been laid. Within seven years he hoped to see the last spike of the transcontinental system of the C.N.R. driven. In connection with the completion of the line, Mackenzie, Mann & Co. made a present of \$25 to every over-foreman; \$5 to every gang foreman, and \$2 to every workman on the line, in addition to their pay. (Jan., pg. 5.)

Trains have been run over the through line, the portion between Port Arthur and Fort Frances being under the charge of the construction department, but it was expected that it would be handed over to the operating department by Feb. 1. Ballasting will not be done until the spring, but the line is in good shape and trains are making good time. Roundhouses have been built at Arikokan and Rainy River, the divisional points, and the stations and tanks have been erected. (Jan., pg. 5.)

D. B. Hanna, General Superintendent, stated in a recent interview that the Co. had made extensive additions to the freight sheds, round house and car shop, and had added 4

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Canadian Northern Ry.—Notice is given that a duplicate of a mortgage dated Nov. 1, 1901, from the C.N.R. Co. to Hon. R. P. Roblin and Hon. D. H. McFadden, trustees for the Manitoba Government, securing the issue of bonds on the Gilbert Plains branch, has been filed in the Department of State at Ottawa.

Premier Roblin, accompanied by the Attorney-General, the Minister of Public Works and the Provincial Treasurer of Manitoba, spent some days in Toronto early in Dec. settling the terms of the mortgage in connection with the aid which the Province gives the Co. under the terms of the contract made early last year. Mr. Roblin subsequently stated that the Province had been therein given full control of rates, and thoroughly safeguarded in every way. He had no doubt about the completeness of the control even in the event of the line being transferred to another company. The details would not be made public until after the terms had been laid before the Lieutenant-Governor, and possibly not until the Legislature met.

Canadian Yukon Ry.—In 1897 the Domin-

January 1901)

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through line between Port Arthur, Ont., and Erwood, Sask., 809.7 miles. The actual laying of the last rail and driving the last spike took place at Commissioner, 11 miles east of Fort Frances, on Dec. 31, when W. Mackenzie and D. D. Mann did the work. The official spike was a silver one with an inscription, but the actual last spike was of the ordinary type. The people of Port Arthur entertained the members of the firm of Mackenzie, Mann & Co., and others interested in the construction of the railway, at dinner on Dec. 30, after the official completion of the line. Replying to the principal toast, W. Mackenzie said the approximate mileage of the C.N. system, which included the lines of four different companies in addition to the lines of the Port Arthur, Duluth & Western Ry., and the Northern Pacific and Manitoba Ry., approximated 1,300 miles, of which 354 were in Ontario, 50 in Minnesota, U.S., 883 in Manitoba, and 22 in Saskatchewan. He also stated that Port Arthur would be the terminal of the railway on Lake Superior for all time; that a 1,250,000 bush. elevator was practically completed there; and that what his firm had done was simply a guarantee of what would be done in the future, when they had time to realize all their plans in reference to a transcontinental line. D. D. Mann, who also spoke, stated that the C.N.R. had shipped via Pembina to Duluth 620,000 bush. of wheat, but this year all the wheat assigned to the line would be shipped via Port Arthur. The engineers who had located the line deserved great praise, as they had been able to secure grades going eastward for a distance of over 800 miles on the main line of 26 ft., and going west of 56 ft. to the mile. These grades would enable the Co. to carry loads of 45,000 bush. on one train at present, and of 75,000 bush. when the permanent way was improved. Transition curves had been built which would enable passenger trains to travel smoothly over the line, and split switches had also been laid. Within seven years he hoped to see the last spike of the transcontinental system of the C.N. R. driven. In connection with the completion of the line, Mackenzie, Mann & Co. made a present of \$25 to every over-foreman; \$5 to every gang foreman, and \$2 to every workman on the line, in addition to their pay. (Jan., pg. 5.)

Trains have been run over the through line, the portion between Port Arthur and Fort Frances being under the charge of the ~~construction~~ department, but it was expected

CANADIAN
NORTHERN
RAILWAY
DEVEOPMENT

1903

for 100 miles.²

Canadian Northern Railway.

D. D. Mann, in the course of a recent speech at Edmonton, stated that the Canadian Northern Ry. would not sell out to the G.T.R., as was suggested. It had been said at one time that the C.N.R. was the agent of the C.P.R., and would sell out to that Co. That event had not happened yet, and it was not the intention to sell out to the G.T.R. either. There was room enough for both the C.N.R. and the G.T.R. in the new country that would be opened up. In regard to the future of the C.N.R., its operations would be much slower if it was not given subsidies, but according to present plans it was expected to reach Edmonton in the fall of 1904. The surveys had been completed and the plans showed a maximum gradient of 1%, or 52 ft. to the mile going west, and a maximum gradient of $\frac{1}{2}\%$, or 26 ft. to the mile going east, as between Port Arthur and Edmonton. These were the easiest grades on the continent and would enable the C.N.R., with its low bonded indebtedness, to haul grain more cheaply than any other road in western Canada. As to route by which the line would enter Edmonton, Mr. Mann is reported to have said in an interview at Winnipeg, it would be by the Grand View extension, as well as by the Erwood extension to Prince Albert, the two lines meeting about midway between Edmonton and Winnipeg.

— — — — — *Associations Etc.*

January 1903

FEB., 1903.

Canadian Northern Ry. Construction.

Toronto Offices.—The Co. has acquired the premises in Toronto known as Toronto chambers, having a frontage of 163 ft. on King st. east, and 82 ft. on Toronto st. Third Vice-President Hanna has selected the top floor for his office, and will have a staff of about a

dozen clerks. The corner store, 52 King st. east, is occupied by W. Phillips, General Eastern Agent, who has hitherto had his offices in the Union station. The first and second floors will probably be occupied by other Canadian Northern officials and by Mackenzie, Mann & Co., who will move there from the Toronto Ry. Chambers

Port Arthur, easternly.—Survey parties are in the field easterly from Port Arthur running lines, but no information is available as to the route which will be followed. W. Mackenzie recently drew a line from Kashabowie, 82 miles west of Port Arthur, Ont., direct to Quebec, and asked the reporter who was interviewing him about the eastern extension of

February 1903

the line, how that would do. A press report credited the survey parties with the intention of running a line to White River on the C.P.R., and there making a junction with the Algoma Central and Hudson's Bay Ry., which proposes to construct a line to that point.

Port Arthur Elevator.—The \$2,200,000 bush, addition to the elevator at Port Arthur, Ont., is completed, and began taking in wheat Jan. 19, bringing up the Co.'s accommodation at its lake terminal to 3,700,000 bush. This addition is built of tile on a pile foundation covered with concrete, and cost \$750,000. (Aug., 1902, pg. 269.)

Port Arthur Station.—The erection of a permanent station at Port Arthur will be undertaken at an early date, but whether it will be joint with the C.P.R., or independent, is still under consideration, although press reports state that the C.P.R. has declined to have a joint station.

Port Arthur and Fort William Crossings.—In July, 1902, the Railway Committee of the Privy Council made an order that the Co. put in interlocking and derailing devices at the points where its tracks cross the C.P.R. tracks in Port Arthur and Fort William, Ont. At a meeting of the Committee held on Jan. 6, the Co. applied to have the order amended. The rules of the Committee are that such appliances, where considered necessary, must be put in at the cost of the junior road. This rule, the C.N.R. Co. considers is not so good as the old rule, which simply required trains to come to a dead stop before crossing, and works harshly on the junior road, which frequently has a smaller number of trains operating over the crossing than the senior road. The Committee decided that the order must stand, and gave the Co. until June to put in the appliances.

War Road to Rosseau.—Surveys were made in 1901 for a branch from War Road, at the Minnesota end of the Rainy river bridge, to Rosseau, Minn., but no decision has been announced regarding construction.

St. Boniface Crossing.—Application was made at the Jan. sitting of the Railway Committee of the Privy Council to relieve the Co. from the necessity of putting in safety devices where its track crosses the C.P.R. tracks. It was pointed out that the C.P.R. had only two trains a week over the crossing, which was at a point where it was possible to see several miles in either direction. The matter was held over to see if an arrangement could be arrived at.

Emerson Branch.—Fourteen miles have been graded and track laid from Emerson easterly. It is proposed to extend the line easterly, finally to a junction with the line from Port Arthur to Winnipeg at Vassar or Sprague. A. C. Mackenzie, Winnipeg, was the contractor. (Nov., 1902, pg. 389.)

Emerson-St. Vincent Extension.—About 2 miles of line from Emerson, Man., to the International boundary has been constructed, and connection made with an extension of the track of the Great Northern Ry., U.S., from St. Vincent, N.D. There used to be a connection between the G.N. Ry. and the C.P.R. lines running through St. Vincent and Emerson, but when the C.P.R. built a line to Gretton, connection was made with the G.N.R. at Necie, and the connecting line at Emerson was abandoned and taken up. (Nov., 1902, pg. 389.)

Carman Branch.—Grading on the extension of this branch, which was completed to 11 miles west of Carman, Man., in 1901, has been continued 7.8 miles further west towards Somerset, and track laid. No decision has been announced regarding any further extension of the branch. (Nov., 1902, pg. 389.)

Branch to Oak Point.—The old Hudson's Bay line from Winnipeg to St. Laurent is practically being rebuilt, about 20 miles of

the grade at the north-west end having been abandoned, and a new route located. About 35 miles of the grade has been completed, but no track has been laid owing to the difficulty in obtaining steel. The line is to be extended to Oak Point, on Lake Manitoba, 53 miles from Winnipeg, where wharves and other shipping facilities are to be erected. It is said the additional 18 miles of grading will be completed early this year, and track laid over the branch. (Nov., 1902, pg. 389.)

Oaklands to White Mud River.—Negotiations are in progress for the construction of a branch from Oaklands, on the Portage la Prairie-Delta line, to White Mud river, about 12 miles, and it is expected that arrangements will be completed so that construction will be gone on with this year.

Neepawa Branch.—The total length of the branch from Neepawa Jet. (formerly Katrime) to Neepawa is 33.7 miles. The branch is being extended from Neepawa to McCreary, on the line to Erwood, 37.8 miles. Grading has been completed to within 1½ miles of McCreary. We were informed Jan. 20, that track had been laid on about 20 miles of the extension, and work was still being continued. (Nov., 1902, pg. 389.)

Rossburn Branch.—Grading has been completed for about 25 miles from Rossburn Jet., 5 miles north of Neepawa, on the line to McCreary, westerly towards Clanwilliam. We were informed Jan. 20, that tracklaying had been practically finished. (Nov., 1902, pg. 389.)

Grand View Extension.—Forty-five miles of grading has been completed from Grand View westerly. Bridging has been completed for the first 13 miles, and tracklaying will be started in the spring. G. H. Strevel, Winnipeg, is the contractor. Surveys have been completed from Grand View to within 80 miles of Battleford, Sask. Some distance east of Battleford there will be a junction, at which a line from Prince Albert, to which point the line heading from Erwood, Sask., will join. (Nov., 1902, pg. 389.)

Virden.—Surveys will shortly be made for a line north and south from Virden, with a view of deciding on the practicability of a route suggested by the promoters of the Virden and Northern Ry. The line projected is from the International boundary via Pipestone to Virden, and thence to the northern boundary of the Province or other convenient point. A deputation asked the C.N. Ry. to take over the charter and construct the line, with the result that President Mackenzie directed a preliminary survey to be made. (April, 1902, pg. 147.)

Western Branches.—Application will be made next session of the Dominion Parliament for authority to construct the following additional branch lines: from Sperling, Man., on the Carman branch, generally southerly and easterly to Morris, then to a point between St. Anne and the southern boundary of Manitoba; from Hartney, Man., northerly and westerly to Regina, Assa.; from Swan river, Man., along the Swan river valley, westerly to the Co.'s authorized line at the crossing of the Saskatchewan river; from Battleford, Sask., on the Co.'s authorized line, westerly to the Brazeau river, Alta.; from Edmonton, Alta., northerly, northeasterly or northwestly for 100 miles from the C.N. Ry. or the Edmonton, Yukon and Pacific Ry. west of Edmonton westerly and southerly to Rocky Mountain House, Alta. It is expected that construction will be gone on with on some, if not all, of the branches projected in Manitoba this year.

Erwood Westerly.—Grading has been completed beyond the 20 miles graded in 1901, for about 30 miles, and piles have been driven for the bridges on a further distance of 10 miles. We were advised Jan. 20 that track-

laying had been going on for some time, and that about 20 miles had been laid to that date. Neil Keith and D. Keith are the contractors. The route followed from Erwood is through the southern portion of tp. 45, to Melfort, thence northwesterly to the crossing of the South Saskatchewan river in tp. 46, range 25, then northwesterly to Prince Albert. It is the intention of the Co., Vice-President Mann recently stated, to extend the line from Prince Albert westerly to about midway to Battleford, where a junction will be effected with the extension of the line now being constructed from Grand View, Man. (Nov., 1902, pg. 389.)

Edmonton.—Survey parties are in the field working easterly to Battleford and westerly to the Rocky Mountains. The Co. has a charter giving power to build to the Pacific coast by way of the Pine river pass, and has control of the Edmonton, Yukon and Pacific Ry. Co.'s charter, which gives power to build via the Yellowhead pass. On the westerly surveys the Smoky river valley has been looked over, but the reported pass over the mountains by it has been found to be not available for railway construction. Easterly the surveyors are locating the line to Battleford, where they will meet the survey party working from Grand View, Man. President Mackenzie, in a recent interview, said Edmonton will probably be reached by the line in 1904. Referring to the extension to the Pacific coast, Premier Prior, of B.C., recently stated that his policy was first to open up the country by railways, and that the C.N. Ry. was the one scheme which he considered to be for the best interest of B.C. as a whole.

Tie Contracts.—Contracts have been placed for taking out about 1,000,000 ties during the winter in the Rainy River district and west of Erwood, the contractors being G. H. Strevel, A. C. Mackenzie, N. Keith and L. Christie. Nothing definite has been arranged in respect to taking out ties in the Battleford district.

The Safety Car Heating and Lighting
Co.'s business in 1902 was exceedingly large. During the year 2,051 cars were equipped with the Pintsch light in Canada, the U.S., and Mexico; 75 Gas Buoys were purchased by the light house department of Canada and the U.S., and 1,811 cars were equipped with its standard steam heating systems. The Pintsch lighting system has been adopted by over 200 railways in Canada, the U.S. and Mexico, where it is applied to 20,017 cars. The Pintsch buoy system is applied to 240 buoys and beacons in the same countries. The steam heating systems of this Co. are adopted by 130 railways in the U.S., and are applied to 11,050 cars. Up to Oct. 1, 1902, the Pintsch system has been applied to 116,000 cars, 5,000 locomotives and 1,500 buoys and beacons in the world. The simplicity of operation and economy in maintenance of the Pintsch system has been so satisfactory that it has practically been adopted as the standard lighting system by the majority of the railway lines and the lighthouse boards of the world.

A fine of \$50 and costs has been imposed on the C.P.R. station agent at Sintaluta, Man., for a violation of the car distribution provisions of the Manitoba Grain Act. The prosecution was initiated by the Warehouse Commissioner, on the complaint of a member of the Territorial Grain Growers' Association, and the C.P.R. defended the action of its agent. An appeal, taking the case to the Supreme Court, has been entered.

The Sandwich, Windsor and Amherstburg Ry. (electric) made a very good showing in 1902, running 437,211 miles and carrying 1,612,555 people without injuring a single passenger.

February 1903

Port Huron.

Mackenzie, Mann & Co. have secured a valuable concession in Venezuela, South America. The concession covers what is known as the Orinoco tract, an area of about 11,000,000 acres, in which are forests of mahogany and other valuable woods, gold and copper mines, asphalt deposits and valuable water powers. Several attempts have been made by the original holders of the concession to have the lands developed, but they were hampered by law suits, as to title, etc., and no practical work was done.

The C.P.R. recently reported to the Italian Immigration Aid Society of Montreal that it

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MARCH 1903

Canadian Northern Ry. Construction.

Port Arthur Extension.—Beyond stating that survey parties are in the field in the vicinity of Port Arthur with a view of locating a suitable line eastward, the officials have no information to give out. Press reports recently stated that H. K. Wicksteed, C.E., was running a preliminary line from the south end of Lake Superior to Shebandowan on the C.N.R. main line west of Port Arthur. (Feb., pg. 50.)

Winnipeg Shops.—A temporary building has been erected at Winnipeg to be used for the repairing of passenger cars, and the permanent car shops is being utilized for building freight cabooses.

Winnipeg Taplinians.—The Co. has acquired Fort Garry Park, about 24 acres, from the Hudson's Bay Co., and some additional property on the east side of Main st., adjoining the park, so that it now owns, with the exception of a few lots on Main st., all the land east of Main st. and south of Water st., to the Red and Assiniboine rivers, respectively. It was intended to utilize this area for terminal purposes, and to erect a station and

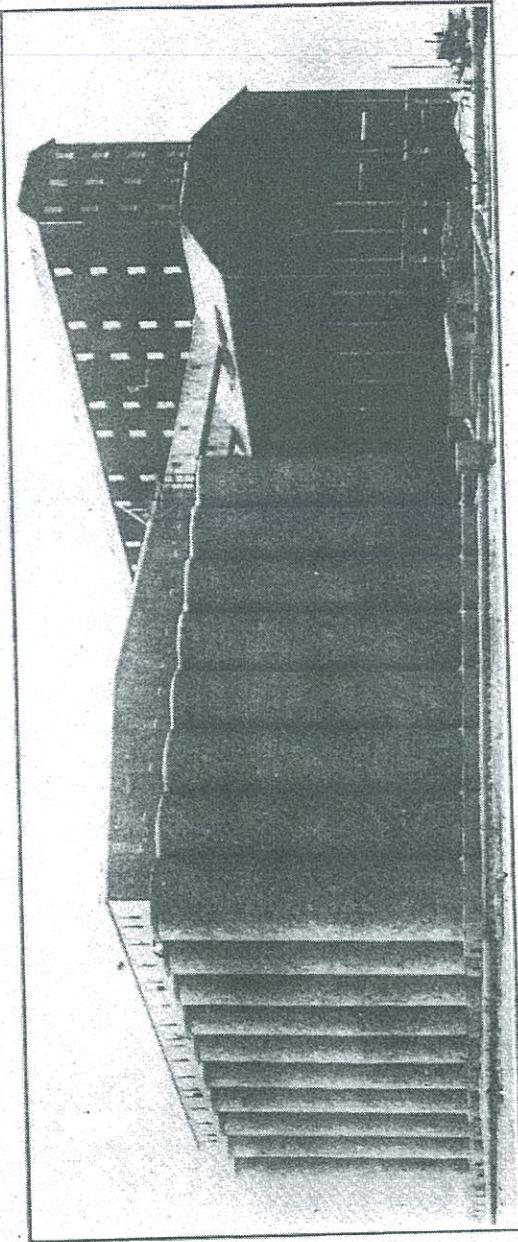
construction of 343 miles of branch railways by Nov. 15. The aid to be given is in the nature of a guarantee of bonds to the extent of \$10,000 a mile, of which one-fifth has to be expended upon rolling stock. The Commissioner of Railways, in explaining the act, stated that previous guarantees of bonds had been at the rate of \$8,000 a mile, but in consequence of the increased cost of labor and material, the Government now proposed to give the additional guarantee of \$2,000 a mile. The additional \$2,000 a mile was to be expended upon equipment so that there would be sufficient rolling stock for the branch lines to be constructed. The time limit was fixed because the Government had been assured by President Mackenzie that the Company was in a better position to proceed with construction than last year, and because of the rapid

changes that were taking place in the Province the Government realized that the time might shortly come when it might be possible for the people of the Province to secure the construction of railways without a guarantee at all. The contract it was explained, had been made with the Western Extension RY, Co., which had agreed to amalgamate with the Canadian Northern Ry. Co., but the

ed and track laid in 1902, leaving 6 miles to be completed by Nov. 15 in order to carry out the terms of the contract. (Feb., pg. 51.)

Spreading to Morris and Brandon.—A projected branch, for which sanction is being asked at the current session of the Dominion Parliament is from Spalding on the Canadian branch to Morris, on the Morris-Brandon branch, and thence easterly to the main line from Winnipeg to Port Arthur, between St. Anne and the southern boundary of the Province. This line, with the other extensions of the Morris-Brandon branch subsidized by the Manitoba Legislature as projected by the bill before the Dominion Parliament would give a short line from the head of Lake Superior, through Southern Manitoba to Regina, Assa. (Feb., pg. 51.)

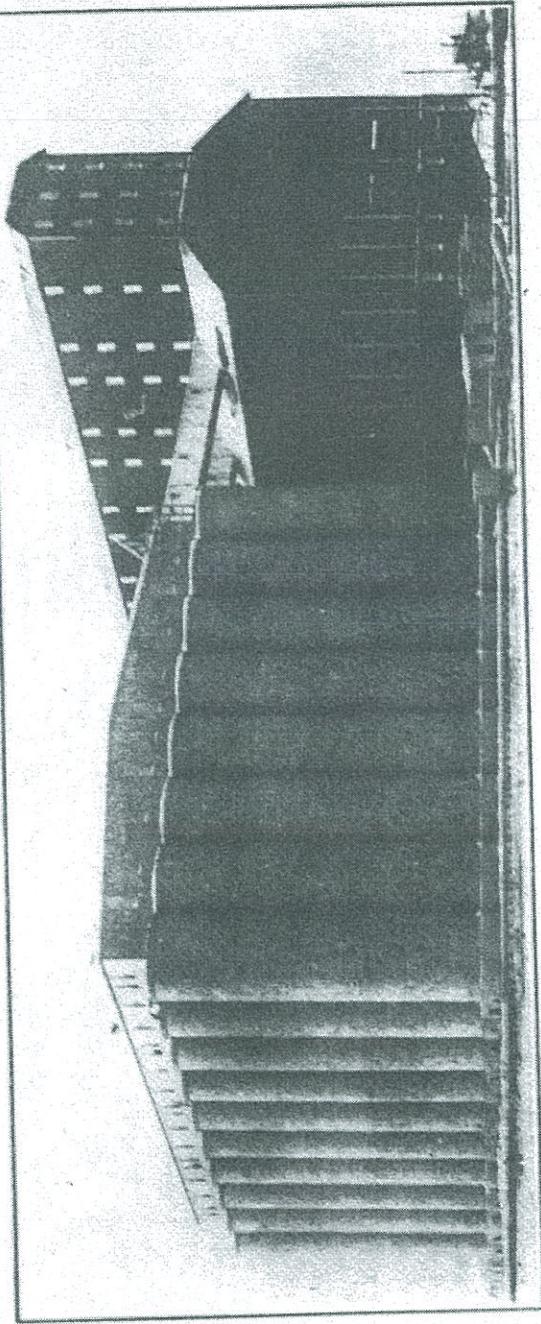
Roland or Myrtle to Morden.—The Manitoba Legislature has passed an act guaranteeing interest on bonds to the extent of \$10,000 a mile for the construction of a line from Roland or Myrtle, on the Morris-Brandon branch southwestward to Morden, 20 miles. The line is required to be open for traffic by Nov. 15.



CANADIAN NORTHERN RAILWAY COMPANY'S ELEVATOR AT PORT ARTHUR, ONT.

April
1903

Greenway Southwesterly.—The Manitoba Legislature has passed an act guaranteeing provisions of that act do not come into effect until after incorporation has taken place.



CANADIAN SOUTHERN RAILWAY COMPANY'S ELEVATOR AT PORT ARTHUR, ONT.

hotel on the Fort Garry park property. Plans for the station and hotel have been submitted to the city council for approval, as it is proposed to close up some streets. The new station will be located on the northeast corner of the park property, fronting on Main St., and Broadway, and will contain the Winnipeg offices of the Co. The hotel building, it is suggested, will be on the northeast corner of Main st. and Broadway, and will be connected with the station by an arch, provided the city agrees. The estimated cost of the buildings and other improvements is about \$2,000,000, and they will be completed within a couple of years. In order to obtain an entrance to the new station a new steel bridge will be erected over the Assiniboine river. This bridge, it is proposed, shall be a double track bridge, one track for passenger and the other for freight traffic. When this work is completed the old Northern Pacific station on Water st. will be abandoned for passenger purposes, and will probably be utilized as a freight shed.

Manitoba Branches.—The Manitoba Legislature on Mar. 18 passed an act for authorizing the construction of certain lines of railway in the province, which provides for the con-

struction of that act does not come into effect until after the amalgamation has taken place. As a matter of fact the provisional directors of the Western Extension Ry. Co. are all officials of the Canadian Northern Ry., which company has a right before the Dominion Parliament giving the C. N. Ry. power to construct the several lines named, and authorizing the amalgamation. The following are the lines for which the act authorizes the grant of bonds:

Manitoba.
Emerson east of Manitoba River and west of Assiniboine River to Souris.
Kensington to Virden and western Manitoba.
Kensington to Portage southwardly.
Portage to Portage branch.
Portage to Souris branch.
Portage, Virden, Rossmere and Hartington to the western boundary.
McCreary's sub-bay.
Souris River to western boundary.

Greenway Southwestern.—The Manitoba Legislature has passed an act guaranteeing interest on bonds to the extent of \$10,000 a mile for the construction of a line from Greenway, on the Morris Bradish Branch, southwesterly for 40 miles. The route has not been definitely located, press reports stating that either a route to the International boundary will be followed, where a junction could be arranged with the Great Northern Ry. branch line, at present terminating at St. John, N. D., or via Killarney to Wakota, at the base of the Turtle mountains. The line is required to be open for traffic by Nov. 15.

Manitoba and Southwestern.—An act of the Manitoba Legislature has passed the extent of \$10,000 a mile guaranteed to the extent of \$10,000 a mile is a branch entered from Manitoba to Elgin, on the Hartney extension of the Morris Bradish branch, southwesterly for 30 miles. The route has not been definitely located, but a 30-mile branch from Elgin southwesterly would reach close to the International boundary, where a connection could be made with the Great Northern Ry. branch now terminating at Souris, N. D. The branch has to be open for traffic by Nov. 15.

April 1903

Fairfax to Souris.—A guarantee of bonds to the extent of \$10,000 a mile has been authorized by the Manitoba Legislature for the construction of a line from Fairfax, on the Hartney extension of the Morris-Brandon branch, to Souris, 15 miles. The line has to be open for traffic by Nov. 15.

Hartney to Virden, Etc.—The Manitoba Legislature has voted a guarantee of bonds to the extent of \$10,000 a mile for the construction, by Nov. 15, of a continuation of the Hartney extension of the Morris-Brandon branch, from Hartney, for 40 miles. The proposal is to construct the line to Virden, and to continue it to the western boundary of the Province. Among the powers being asked for from the Dominion Parliament is authority to construct a line from Hartney northerly and westerly to Regina, Assa. (Feb., pg. 51.)

Portage la Prairie Southwesterly.—A guarantee of bonds to the extent of \$10,000 a mile has been voted by the Manitoba Legislature towards the construction of a line 40 miles in length, from Portage la Prairie, southwesterly, the line to be completed by Nov. 15. Speaking at Carberry prior to the meeting of the Legislature, the Minister of Public Works stated that among the lines for which contracts would be made by the Government this year was one from Portage la Prairie, through the Rosedale district, and that it would effect a junction with the Carberry-Neepawa line. The route of the branch has not been definitely located.

Carberry to Neepawa.—The Manitoba Legislature has authorized the guarantee, by the Government, of bonds to the extent of \$10,000 a mile for the construction of a line from Carberry to a junction with the Neepawa branch, constructed in 1902, about 20 miles.

Rossburn Branch.—A guarantee of bonds to the extent of \$10,000 a mile has been given by the Manitoba Legislature for the construction of 80 miles of line via Clanwilliam, Rossburn and Harriston to the western boundary of the Province, the line to be completed by Nov. 15. Grading on such a line was completed in 1902 for 25 miles from Rossburn junction, 5 miles north of Neepawa, and track was laid for practically the whole of that distance. The Macdonald and McMillan Contracting Co. has the contract for the grading on the remaining 65 miles. This branch will effect a junction at or near the boundary with the extension from Gilbert Plains. (Feb., pg. 51.)

McCreary Branch.—Provision has been made by the Manitoba Legislature for guaranteeing bonds to the extent of \$10,000 a mile for the completion of the line from Neepawa to McCreary, for which there was a guarantee of bonds of \$8,000 a mile in 1902. During 1902 the whole of the construction called for was completed and the grading of the line into McCreary, 18 miles beyond the point mentioned in the contract, was practically completed. The uncompleted portion of the grade and the tracklaying will be completed at once. (Feb., pg. 51.)

Swan River Branch.—The Manitoba Legislature has passed an act authorizing the guarantee of bonds to the extent of \$10,000 a mile for a branch from Swan river, 280 miles from Winnipeg, to the western boundary of the Province, 20 miles, the line to be completed by Nov. 15. The Dominion Parliament is being asked to authorize the construction of a line from Swan river westerly to a junction with the Co.'s authorized line at the crossing of the Saskatchewan river.

Grand View Extension.—Construction will be continued westerly from the point to which grading was completed in 1902. G. H. Strevet, of Winnipeg, who was the contractor in 1892, will probably be given the contract this year, and work will be pushed as

fast as possible. Vice-President D. D. Mann recently stated that tenders were being asked for the construction of steel bridges over the Saskatchewan at the three points of crossing. (Feb., pg. 51.)

Erwood, Westerly.—Construction will be pushed this year on the line from Erwood to Prince Albert, and it is expected that the grading will be completed and track laid well on to Prince Albert by the end of the year. N. & D. Keith, who did the grading on the line in 1902, will, it is understood, be the contractors this year also. (Feb., pg. 51.)

Edmonton.—At a meeting of the townpeople Mar. 5, the Mayor reported that the Hudson's Bay Co. had offered to sell 68 acres as a site for station buildings, yards and workshops, for \$25,000, and that the cost of the land to the town would be \$15,000, the H. B. Co. and the C.N.R. contributing \$5,000 each towards the total amount. The \$15,000 has been provided pending the passing of the necessary by-law to raise the money by taxation.

Edmonton, Westerly.—Two survey parties are in the field looking over routes westerly from Edmonton, and W. Burns, one of the surveyors, is investigating a reported pass through the mountains, which has as yet not been surveyed. (Feb., pg. 51.)

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

Nova Scotia.—Reports are current in Halifax that in the event of the Company securing the contract for the fast trans-Atlantic line an extension of its railway will be built from a point in New Brunswick to Dartmouth, where terminals will be constructed. The Second Vice-President and General Manager says the reports are without foundation.

St. Andrews, N.B.—The Co. has acquired the property of the St. Andrews Land Improvement Co., and Sir Thos. Shaughnessy says this is with a view of extending railway facilities and providing new summer attractions.

The Atlantic and Northwest Ry. Co. which owns a line operated under lease by the C.P.R., is the defendant in a suit instituted by the heirs of the late Hon. R. Jones, who desire an injunction restraining the Co. from crossing the approaches to a toll bridge over the Richelieu river at St. Johns, Que. The Quebec Court of Appeal has reversed the decisions of the lower courts, and the injunction will be issued. The Co. has obtained leave from the Railway Committee of the Privy Council to cross streets and bridge approaches along the Chambly canal. The plaintiffs objected to this and applied for an injunction, but it was refused by the court at St. Johns, it being held that the Jones' interests had no title to the land on which the approaches to the bridge were erected.

Montreal Shops.—Tenders are being considered for the erection of three more buildings in connection with the new shops at Hochelaga. The buildings will be used for the making of car wheels. (Feb., pg. 52.)

St. Denis Subway, Montreal.—An arrangement has been completed between the C.P.R., the Montreal St. Ry. and the city council for the construction of a subway on St. Denis st., at a cost of \$30,000, to be paid one-half by the C.P.R. and one-quarter each by the city and Street Ry. Co.

Northern Colonization Ry.—Track is reported laid to Riviere Rouge, 6 miles from Labelle. An application is being made to the Quebec Legislature for an additional subsidy, so as to permit the line being extended from Nominingue, to which point it is now under

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in the Senate, without amendment, June 7.
(June, pg. 298.)

London, Ont., Station.—Work is reported to have been started on the erection of a building, 70 x 30 ft., about 100 ft. from the end of the present station, for express traffic. The present express section of the station is to be converted into a restaurant. The contractors are Wells and Gray, Ltd., Toronto and Windsor, Ont.

Schreiber Division Track Relaving.—

July 1926

Canadian Northern Ry. Construction.

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

Port Arthur Elevators.—The C.N.R. elevators at Port Arthur comprise the wooden elevator built in 1901 and completed early in 1902, having a capacity of 1,500,000 bushels, and the new tile tank storage elevator recently completed, with a capacity of 2,200,000 bushels, giving a total capacity of 3,700,000. The wooden building is constructed on piles and concrete piers, is 230 ft. long and 157 ft. 6 in. high from foundation to gables. The foundations were built on 4,000 piles, and the structure contains 25,349,000 ft. of lumber. The grain is stored in tanks, having a capacity of 16,000 bushels each, being conveyed from the cars in 10 loaders or legs, each having a capacity of 10,000 bushels an hour, and there are also 10 shipping spouts with an equal capacity. The scales have a capacity of 85,000 lbs. The tile tank storage elevator is adjoining and consists of 80 circular tanks, 2 ft. in diameter and 85 ft. deep, the spaces between the rows of bins, 63 in number, being fitted up as bins. These bins are also erected on pile and concrete foundations. Both structures are worked from the one power house, in which is a 750 h.p. engine. The buildings are supplied with a complete installation of electric light and fire extinguishing apparatus. The tile tank storage elevator is the first of its kind erected in Canada. An illustration of these elevators appeared on pg. 129 of our April issue.

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

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

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

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

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

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

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

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

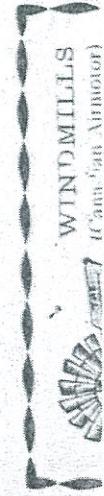
Rossburn Branch.—The 65 miles necessary to complete the 80 miles from Rossburn Jet. to the western boundary of the province, is expected to be completed this year. (April, pg. 131.)

Eugene F. Phillips Electrical Works, Limited, MONTREAL, CANADA.

BARE AND INSULATED ELECTRIC WIRE RAILWAY FEEDER AND TROLLEY WIRE

Electric Light Line Wire, Incandescent and Flexible Cords,
Americanite, Magnet, Office and Annunciator Wires,
Cables for Aerial and Underground Use.

MAY
1903



WINDMILLS
Manufactured by
A. H. & Son, Amherst.

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

LATHON & CO. LTD. MANUFACTURERS

MAY, 1903.]

THE RAI

Grand View Extension.—It is expected that construction will be pushed through to Battleford, Sask., about 300 miles from Grand View, Man. During 1902 grading was completed on 38 miles from Grand View and in places beyond, towards the Manitoba boundary. All the contracts for this construction were expected to be placed by the end of April. Plans have been completed for the two bridges to be constructed across the Saskatchewan river, and have been submitted to the Minister of Railways for approval. Mackenzie, Mann & Co. have ordered 10,000 barrels of cement, to be used in the substructures, and contracts have been let for the superstructures. The bridge to cross the south branch of the river will be constructed in the vicinity of Osler, and the crossing of the north branch will be at the Elbow. (April, pg. 131.)

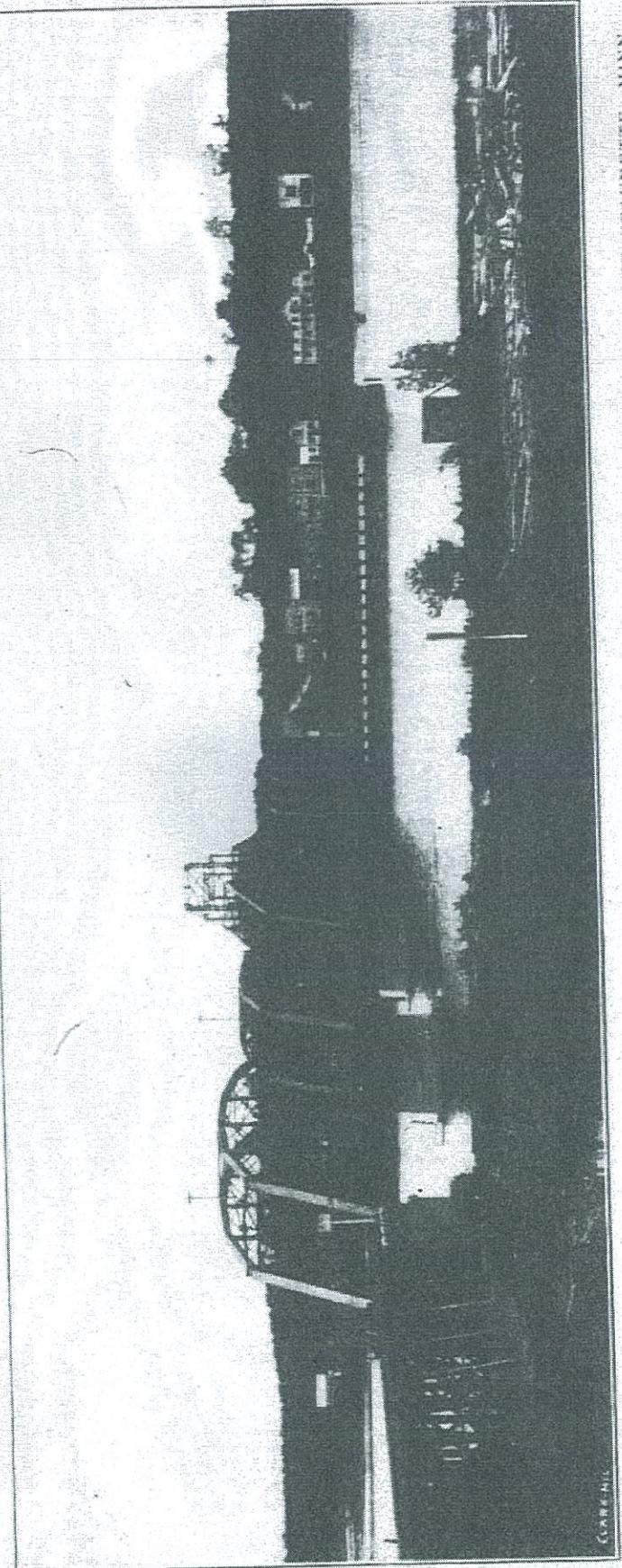
Erwood Westerly.—The extension of the line westerly from Erwood is expected to be carried as far as Melfort, about 50 miles from the point to where grading ceased in 1902, and possibly to Prince Albert, about 180 miles from Erwood. This line is expected ultimately to be extended from Prince Albert to a junction with the main line, now under con-

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MAY 1903

junction with the main line, now under construction of the railway from the accumulation



CANADIAN NORTHERN RY. INTERNATIONAL BRIDGE OVER THE RAINY RIVER, BETWEEN RAINY RIVER, ONT., AND HEADDEITE, MICH.

struction from Grand View, via Battleford. (April, pg. 131.)

Battleford to Edmonton.—Arrangements have been made with Rev. S. C. Barr, under whose direction about 2,000 British immigrants have recently gone into the country, for the grading of 100 miles near the lands set apart for the colony.

Survey parties under A. G. McFarlane and J. Armstrong, the latter of whom is principal engineer in charge of surveys, are working at different points between Edmonton and White White Lake, 38 miles.

Edmonton.—The bylaw to raise \$15,000 towards the purchase of 68 acres for a site for station yards and workshops from the Hudson's Bay Co. has been passed by the taxpayers. (April, pg. 131.)

of snow. With the modern heavy locomotive and rolling stock, there is little danger to trains to be apprehended from striking the smaller domestic animals, except perhaps pigs, which are generally kept by the owners within a limited space securely fenced, largely because they are difficult to keep within fences which will hold securely other domestic animals. The cost to the railway companies for injuring sheep or pigs is probably so small that it can fairly be considered not economic to try to fence against them in most localities.

It is perhaps unnecessary to consider rail fences, which are probably not now being built by railway companies owing to their cost and liability to destruction by fire, and tendency to carry fire through the woods. Board fences with posts spaced about 8 ft. apart will perhaps be continued in special locations, such as through towns and close to

necessary close spacing of posts, and consequent expensive construction and maintenance. Diamond-shaped woven wire fences and woven lath and wire fences with vertical laths are open to the same objections regarding cost and efficiency. There are a number of different patterns of woven-wire fence with horizontal wires connected by vertical wires, woven either in the factory or in the field, which possess varying degrees of excellence, and are rapidly taking the place of the other forms above mentioned. In considering the value of each fencing, the following qualities are important:—(a) Efficiency in stopping horses and cattle without injury to stock or fence; (b) capability of adjusting itself to changes of temperature without injury straining posts or wires in cold weather; (c) capability of yielding to weight of snow settling during a thaw, fallen trees, or persons climbing over it, without permitting or facilitating ravability or accommodating it.

May 1903

It is expected that some 300 miles of construction will be carried out, and work will be continued far into the winter. Among the many new lines under construction in Manitoba are the lines from Winnipeg to McCreary via Neepawa; from Hallsboro', on the Neepawa branch, to Carberry, on the main line of the C.P.R.; from Greenway, on the Morris-Brandon branch, to Killarney, and from Winnipeg to Oak Point, on Lake Manitoba. The officials of the road say that they will move 50% of the crop on their lines before the close of navigation.

"The railway corporations have been accused of many sins in connection with the west, but the companies have not been niggardly in giving the best of their men to the task of solving the problems of the country. How far they have succeeded this year will be shown when that at present unknown quantity—the crop—is harvested."

Engineers' Club of Toronto.

About 25 members visited Niagara Falls, Ont., May 30, to see the work in progress on the three electrical power plants. Lake Ontario was crossed on the steamer Chicora, of the Niagara Navigation Co., and at Queenston a special car on the Niagara Falls Park and River Ry. was taken. The party was met at Queenston by C. B. Smith, Resident Engineer of the Canadian Niagara Power Co., at whose suggestion the invitation for the visit was given by the three power companies. After a short stop at Brock's Monument, the special car ran through to the upper end of the Dufferin islands, where the party disembarked and went over the site of the Ontario Power Co.'s intake, where the cofferdam has already been completed and a temporary wooden flume is in course of construction to supply power to drive rock crushers, concrete mixers, air compressors, etc., which will be used in the building of the intake wing dam. Next down stream the site of the Toronto and Niagara Power Co.'s intake, wheel pit and power house was visited. A cofferdam is in course of construction here,

Canadian Northern Ry. Lands.

A syndicate of U.S. capitalists has been formed to purchase the C.N.R. Co.'s land grant, and a contract has been entered into for the sale of the land at a fixed price per acre, the total amount aggregating about \$12,000,000. A. B. Davidson, of Duluth, Minn., negotiated the purchase, and is arranging for the formation of the Manitoba and Saskatchewan Land Co. (Ltd.), with a capital of \$5,000,000, to finance the transaction. Those associated with him in the transaction are: A. D. McRae, G. C. Howe, of Duluth, Minn.; A. R. Davidson, of Little Falls, Minn.; F. C. Kenaston, G. F. Piper, W. D. Douglas, of Minneapolis, Minn.; A. J. Adamson, of Rosthern, Sask.; D. P. McDonald, of Fort Qu'Appelle, Sask. It is proposed to establish branches of this company in Canada and Great Britain, and to sell the land to actual settlers.

The total area of the land grant to which the C.N.R. became entitled through companies which it has amalgamated was about 3,500,000 acres situated in Manitoba, Assiniboia and Saskatchewan. The eastern boundary of the area in which these lands are situated is Lake Winnipeg, the northern boundary extending from 30 miles north of the Manitoba boundary to the Saskatchewan river; the western and southern boundaries run down by a series of steps from the Saskatchewan, to the Riding Mountains; about 10 miles north of Clanwilliam, Man.; and thence easterly to Lake Winnipeg, the line crossing Lake Manitoba, south of Oak Point. This area is traversed by the C.N.R. line, and the line under construction from Grand View, Man., to Edmonton, Alta., is south of it. The Attorney-General of Manitoba is reported as stating in reference to the sale: "We have a right to select 258,000 acres out of the land held by them, but only after a survey has been made by the Dominion, and then, according to agreement, in alternate odd numbered townships and ranges, and we simply cannot do anything until the Dominion survey is made."

Duties on Steel Rails.

JUNE 1903

THE RAILWAY AND SHIPPING WORLD.

[JULY, 1903.]

Canadian Northern Ry. Stock.

A prospectus, from which the following extract is made, was issued in London, Eng., on June 22, 1903. Specifying & Co. are authorized to receive subscriptions for £1,000,000 4 per cent. consolidated debenture stock, part of an issue limited as within mentioned. The stock will bear interest at the rate of 1½ per annum, payable by warrant, half yearly, on June 30, and Dec. 31, in each year, the first payment of interest calculated from the dates of payment of the instalments being made on Dec. 30, 1903. The price of issue is 90½, payable as follows: £5 on application, £14 on allotment, £35 on July 31, 1903, £40 on Aug. 4, 1903. Or the whole may be paid up in full on allotment, or on the day for payment of any instalment under discount at the rate of 4 per annum.

This stock is issued under the powers given by acts of the Dominion Parliament, and in pursuance, and under the authority of resolutions of the directors and shareholders of the company. The stock is perpetual and irredeemable. The trust deed provides that the total amount of debenture stock shall not exceed £2,000 a mile of line for the time being opened and operated, and an amount not exceeding the cost price of securities of independent corporations from time to time deposited with the trustees, but the Company cannot issue any debenture stock against such securities without the consent of the trustees. For the shareholders, the debenture stock will be secured by a specific first mortgage upon the undermentioned securities and other securities from time to time deposited with the trustees against further issues and by a general charge upon the undertaking, property and assets of the Company, subject to the £1,000 of bonds already created and issued and primarily charged on 287 miles of the Com-

pany's existing railway in Ontario, and to further charges created, or to be created, not exceeding \$10,000 a mile of line other than the above-mentioned 287 miles of line in Ontario, or \$10,000 a mile if guaranteed by the Parliament of the Dominion or any of the Provinces of Canada.

The money provided by the present issue will be applied, in the first place, in acquiring the bonds and stocks set out below, arrangements for the acquisition of which have already been made: 1. The Lake Superior Terminals Co., Ltd.; \$1,000,000 5½ 1st mortgage gold bonds, \$500,000 stock (being the total stock issued); 2. The Winnipeg Land Co., Ltd.; \$300,000 5½ 1st mortgage gold bonds, \$100,000 stock (being the total stock issued); 3. The Minnesota and Manitoba Ry. Co.; \$250,000 5% general mortgage bonds, \$100,000 stock (being the total stock issued); 4. The Minnesota and Ontario Bridge Co.; \$100,000 1½ 1st mortgage debenture bonds, \$200,000 stock (being the total stock issued);

5. The Canadian Northern Telegraph Co.; \$200,000 general mortgage bonds, \$500,000 stock (being the total stock issued). The stock will be registered on a register kept in England, at the London offices of the Company, Bond Court House, Bond Court, Walbrook, London, E.C., and will be transferable in sums of £1 sterling or multiples thereof by instrument in writing in the usual common form. The stockholders will be entitled to the benefit of a trust deed, which will be entered into by the Company with the British Empire Trust Co., Ltd., of England, and the National Trust Co., Ltd., of Canada.

The subscription list will be closed on June 30, 1903, at 4 P.M.

It is intended to apply, in due course, for a settlement and quotation of

warded to the bankers, the Bank of Scotland and the Canadian Bank of Commerce, or any of their respective branches, together with a cheque for the amount due on application. We are advised that the stock offered was fully subscribed for when the list closed.

Canada Southern Ry. Co. Meeting.

The report for the year 1902, presented at the annual meeting at St. Thomas, Ont., June 3, showed:

RESOURCES.	\$
Net earnings of 1902.....	\$10,067.81
Michigan Central R.R., balance of 1900 account paid.....	2,188.81
Other receipts.....	3,048.08
Unexpended balance reserve fund for new second track, Dec. 31, 1902.....	87,405.06
Cash and cash assets, Dec. 31, 1902.....	18,136.41
	<u>\$64,321.78</u>

DISPOSITION OF RESOURCES.

Dividend paid Feb. 1, 1902,	\$1,250.00
Dividend paid Aug. 1, 1902,	1,500.00
Balance of net earnings due from Michigan Central R.R., Dec. 31, 1902.....	150,778.40
Unclaimed dividends.....	19.00
Expended on new second track, 1902.....	87,851.15
Other expenditures.....	999.73
Cash and cash assets, Dec. 31, 1902.....	20,624.54
	<u>\$64,321.78</u>

The balance showed liabilities of \$35,765.86, 57, against which there were assets: construction and equipment, \$8,983,987.95; capital stock of owned and controlled companies, \$3,071,962.50; first mortgage bonds of owned and controlled companies, \$2,901,372.50; other investments, \$1,100; accounts receivable, \$30,311.68; due from Michigan Central R.R., \$150,778.40; cash and cash assets, \$20,624.54.

Following are the officers for the current year: President and Treasurer, C. F. Cox;

JULY 1903

from Moncton to Winnipeg, proposed to be constructed by the Dominion Government. (June, pg. 196.)

Canadian Northern Ry. Construction.

Port Arthur Elevators.—Regarding the additional elevators to be erected, D. D. Mann is reported to have recently stated in Montreal that two more would be built, bringing the capacity up to 7,000,000 bush. We were advised July 6 that the matter was not in a sufficiently forward condition to say whether construction would be gone on with this year. (June, pg. 205.)

Winnipeg Terminals.—The negotiations between the company and the city council respecting the erection of a station and hotel are still in progress, and consequently nothing definite can be said in regard to the plans of either, or when work is likely to be commenced. (June, pg. 205.)

Branch Through Springfield.—A deputation from the municipality of Springfield, Man., waited on officials of the C.N. Ry. recently, asking that the route of the projected line to Lac du Bonnet, via Birds Hill and Tyndall, be changed, so that the line will run through Oak Hammock. Surveys are being made with a view of locating the line in accordance with the suggestions of the deputation.

Branch to Oak Point.—Track is being laid on the old Winnipeg and Hudson's Bay line from Winnipeg to Oak Point, on Lake Manitoba, 53 miles, and the work is expected to be completed during July. (Feb, pg. 51.)

Greenway Southwesterly.—Construction is in progress on this branch from Greenway on the Morris-Brandon branch, southwesterly, 40 miles. (May, pg. 174.)

Carberry to Neepawa.—Construction is being pushed on this 20 mile branch connecting Carberry, Man., with the Neepawa branch line. (June pg. 205.)

Portage la Prairie.—General Superintendent James recently informed a deputation from the Portage la Prairie, Man., Board of Trade that plans for a new station at that place had been prepared. When the new station is erected the old one will be used as a freight shed.

Portage la Prairie Southwesterly.—Construction is reported to have made considerable progress on the line through the Rosedale district, southwesterly from Portage la Prairie, Man. (June, pg. 205.)

Rossburn Branch.—The extension of this branch from Rossburn Jct. to the western boundary of the province, 80 miles, of which 13.1 miles was completed in 1902, is being gone on with, and will be completed this season. (May, pg. 174.)

McCreary Branch.—Construction on this branch from Neepawa to McCreary has been completed. (May, pg. 174.)

Manitoba Branches.—Of the branch lines which the Western Extension Ry. Co. contracted with the Manitoba Legislature to construct during 1902 track was laid on 27.1 miles, and the grading for a further distance of 23.40 miles was completed in 1902. The unfinished portion of the McCreary branch has been completed and construction is being gone on with on 160 miles of the other lines authorized. Of the 343 miles of line authorized there are now completed or under construction 212 miles, leaving 131 miles, for the construction of which the Government is authorized to grant an extension of time. The lines on which no work is at present being done are: Emerson, easterly, 20 miles,

July
1903

[JULY, 1903.]

six miles uncompleted; Roland or Myrtle to Morden, 20 miles; Minto or Elgin southwest-
erly, 30 miles; Fairfax to Souris, 15 miles;
Harrney to Virden and westerly, 40 miles;
Swan River branch, 20 miles.

Prince Albert and Edmonton Extensions.—The act to give effect to the resolution passed by the Dominion Parliament, authorizing the guarantee of bonds to the extent of \$13,-
000 a mile for about 620 miles of line on the extension from Grandview, Man., to Edmonton, Alberta; and at the same rate for 100 miles from Prince Albert, Sask., eastward on the extension from Erwood, has been passed by the House of Commons. Provision is made for the control of the rates on the line so aided by the Government or by the railway com-
mission, when appointed; for the granting of running powers over the lines to other com-
panies, and for preventing the sale to the C.P.R. of any of the lines belonging to the C.N.R. In connection with the discussion on the resolutions and the act a return was presented to the house showing the cost of the construction of the two sections of the line to be aided, as estimated by R. E. Tate, Resident Engineer at Toronto, of Mackenzie, Mann & Co., and of C. Schrieber, Deputy Minister of Railways. For the 620 miles of line from Grandview to Edmonton, the esti-

mate of Mr. Tate was at the rate of \$19,-
14.360 a mile, which includes \$3,000 a mile
for equipment, and \$1,467.60 a mile for inter-
est charges during construction and contingencies; while the estimate of Mr. Schrieber
was at the rate of \$18.300 a mile, including

\$3,000 a mile for equipment, and 10% on the
cost of construction for interest charges and
contingencies. For the 100 miles on the Prince
Albert, Mr. Tate's estimate was at the rate of \$19,807.70 a mile, of which \$15,279.71 was
for actual construction, while Mr. Schrieber's
estimate was \$18,856.83, of which \$14,415.30
was for actual construction, \$3,000 a mile
being allowed in each case for equipment,
and 10% for interest charges and contingencies.
The estimates provide for 60 lb. rails,
and for the fencing of the track at \$1 a rod.
The estimates for the Grandview-Edmonton

extension provide for four crossings of the
Saskatchewan rivers at a cost of \$868,000,
and on the Prince Albert extension for one
crossing of the Saskatchewan river at a cost
of \$180,000.

Grand View-Edmonton Extension.—The

route from Grand View, Man., to the cross-

ing of the Saskatchewan river is under con-

tract and the grade is covered with men who
are pushing work as fast as possible. (June,

pg. 205.)

Prince Albert Extension.—The grading to Melfort, on the Carrot river, about 100 miles from Erwood, Sask., is being pushed rapidly and tracklaying will be gone on with as much as possible. (June, pg. 205.)

Duty on Steel Rails.—In connection with the item appearing in our last issue relating to the duty on steel rails and the imposition of a surtax of one-third of the duty on articles manufactured in any country discriminating in its tariff against Canadian goods which may be imported into Canada, it should be pointed out that steel rails are now admitted free of duty, and will be so admitted until the duty of \$7 a ton becomes operative by proclamation, when the surtax will, as a matter of course, become operative also as against imports from any country discriminating against Canadian produce or manufactures. The surtax, which will be collected on manufacturers arriving from Germany and other countries discriminating against Canada after Sept. 30, will then apply to everything upon which the Canadian tariff imposes a duty. It is expected that by Sept. 30 the whole of the railway material for which contracts were made with German firms will have been delivered.

July 1903

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has taken over the duties of Manager. Office,
Hamilton, Ont.

Canadian Northern Ry. Construction.

Roundhouse Points.—The regular divisional roundhouse and repair shop points on the Canadian Northern Ry. are situated at Port Arthur, Atikokan, Rainy River, Ont.; Winnipeg, Dauphin, Brandon, Man., and two-stall engine houses at Emerson, Man., and Erwood, Sask. A regular roundhouse is in process of erection at Kamsack, and during the year another will be built at Melfort, Sask. The divisional points are: Port Arthur, Atikokan, Rainy River, Ont.; Winnipeg, Dauphin, Brandon, Emerson, Learys, Delta, Oak Point, Belmont, Hartney, Swan River, Man.; Kamsack, Assa.; Erwood, Sask.

Winnipeg Terminals.—We are informed that the time for accepting the proposition made by the city council in connection with the rearrangement of the terminals, including the construction of an hotel, has not expired, and until this matter is settled it will be impossible to say anything as to what will be done. At the visit of the Board of Railway Commissioners to Winnipeg, Hon. A. G. Blair expressed the opinion that the C.P.R. and the Canadian Northern Ry. should get together and arrange for the construction of a Union Station, on such terms as would

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1904

THE RAILWAY AND SHIPPING WORLD

connected to enable the G. T. Pacific Ry. and any other railway to come in at a future time.

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Grand View to Edmonton.—A temporary bridge has been erected over the Saskatchewan river at Clark's Crossing, Assa., for construction purposes, pending the completion of the permanent bridge. Another temporary bridge has been built over the North Saskatchewan river at the Big Bend, and the line will cross the river again six miles west of Battleford. Grading gangs are at work all along this stretch, and gangs are also employed west of Battleford through Lloydminster, Sask. It is expected if the fall remains open to have the grade completed to within about 100 miles of Edmonton, before work is suspended. Contract has been let for the steel superstructure of a bridge for the second crossing of the Saskatchewan river, at a point northwest of Battleford, Sask. The bridge will consist of eleven spans, approximately 1,870 feet in length, excluding the approaches. The weight of the steel entering into the structure will be 1,750 tons. The contract has been given to the Canada Foundry Co., Toronto. (Aug., pg. 283.)

*September
1904*

The following agents have recently been installed: J. R. Hodgins, Longford, Ont.; W. H. Blair, Port D' Athousie, Ont.; W. H. Oliver, Belsay, Mich.

Intercolonial Ry.—It is reported that on the transfer of the Canada Eastern Ry. to the I.C.R., Newcastle will be made the headquarters of a new division, the new division to include the Canada Eastern line, and the I.C.R. between Newcastle and Moncton, at present in charge of Sup't. Evan Price.

Montreal Street Ry.—N. Grayburn, heretofore Assistant Superintendent, has been appointed Master Mechanic. He will be in charge of the mechanical and winding shops of the company, excepting the carpenter and paint shops, and will have general supervision over the repairs to cars and equipment.

D. B. Blair has been appointed Superintendent of Rolling Stock. He will be in charge of all repairs to cars and equipments; the repair shops at Hochelaga, St. Denis St., St. Henri, and Cote St.

Pojo Marquette Rd.—R. Harding, heretofore Vice-President and General Manager, Missouri Pacific Rd., has been elected President of the P.M.Rd., succeeding F. H. Prince, resigned.

The office of T. Marshall, General Agent, Buffalo Division, Pere Marquette Rd., has been removed from Walkerville to London, Ont.

Sydney and Glace Bay Ry.—A. N. McLennan, at one time Superintendent Sydney and Louisburg Ry., etc., has been appointed Manager, S. and G.B.Ry.

Tembagouing and Northern Ontario Ry. Commission—H. W. Pearson, heretofore Accountant to the Commission, is acting as Secretary-Treasurer, pending the appointment of a successor to P. E. Ryan, appointed Secretary to the Commission, having charge of the construction of the National Trans-Continental Ry.

Purline Steamship Co.—G. D. Ellis, Manager, has resigned and J. Moody, President, has taken over the duties of Manager, Office, Hamilton, Ont.

Canadian Northern Ry. Construction.

Saskatchewan river at the big bend, and the line will cross the river again six miles west of Battleford. Grading gangs are at work all along this stretch, and gangs are also employed west of Battleford through Lloydminster, Sask. It is expected if the fall remains open to have the grade completed to within about 100 miles of Edmonton, before work is suspended. Contract has been let for the steel superstructure of a bridge for the second crossing of the Saskatchewan river, at a point northwest of Battleford, Sask.

The bridge will consist of eleven spans, approximately 1,870 feet in length, excluding the approaches. The weight of the steel entering into the structure will be 1,750 tons. The contract has been given to the Canada Foundry Co., Toronto. (Aug., pg. 283.)

Mackenzie, Mann & Co.'s Offices.

The building on the north side of King St. E., at the corner of Toronto St., east side, is now occupied by the Canadian Northern Ry. Mackenzie, Mann & Co., and a number of companies closely allied with the C.N.Ry. The first section of the office to be occupied was the top flat, in which D. B. Hanna, Third Vice-President, and General staff of the C.N.Ry. have been located for a year, and the corner office on the ground floor occupied by the General Eastern Agent. When the other offices in the building were vacated the whole of the interior was rearranged and decorated on an elaborate scale. The rooms on the first floor are now occupied by Mackenzie, Mann & Co., whose offices have hitherto been located in the offices of the Toronto Ry. Chambers. The offices located on the first floor are: Accountant's Department; Resident Engineer's Department; Secretary Canadian Northern Ry., etc.; General Eastern Agent, C.N.Ry.; second floor: offices of Mackenzie, Mann & Co. (ltd.), with private offices of W. MacKenzie., D. D. Muir, L. Lakes, and the legal department. On the third floor in addition to the offices of the Third Vice-President C.N.Ry., and of the offices of the Treasurer C.N.Ry., and of the Halifax and South-Western Ry., and of the James Bay Ry. In the office at the corner of King and Toronto Streets heretofore occupied by the General Eastern Agent, the C.N.Ry. Land Agent will be located. The other offices with street frontage have not all been completed, but very soon will be. One has been rented to the Standard Fuel Co., of which W. MacKenzie is President, the others are to be rented.

Roundhouse Points.—The regular divisional roundhouse and repair shop points on the Canadian Northern Ry. are situated at Port Arthur, Atikokan, Rainy River, Ont.; Winnipeg, Dauphin, Brandon, Man., and two-stall engine houses at Emerson, Man., and Erwood, Sask. A regular roundhouse is in process of erection at Kamsack, and during the year another will be built at Melfort, Sask. The divisional points are: Port Arthur, Atikokan, Rainy River, Ont.; Winnipeg, Dauphin, Brandon, Emerson, Learys, Bela, Oak Point, Belmont, Hartney, Swan River, Man.; Kamsack, Assa.; Erwood, Sask.

company it has been leased.

The C.P.R. exhibit at the Toronto Exhibition had as its main feature a pioneer's shack from the Rocky Mountains, and a pack train, as well as a party of Indians from Garden River. The whole was in charge of one of the company's guides from Field, B.C. The pack train made the circuit of the grounds daily, from the shack, while the Indians took visitors out for a paddle on the lake and caught fish.

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Grand Trunk Railway Company of Canada

NOTICE is hereby given that the ORDINARY QUARTERLY MEETING of the Grand Trunk Railway Company of Canada will be held at the CITY THEATRE'S BLDG., CANON STREET, LONDON, E.C., on Thursday, the 29th day of September, 1904, at a o'clock noon precisely, for the purpose of receiving a Report from the Directors and for the transaction of other business of the Company. Notice is also given that at such meeting a resolution will be submitted for the approval of the proprietors authorising an agreement to be entered into providing for the acquisition of the franchises, properties and assets of the Canada Atlantic Railway, and particularly for a guarantee by the Company of the principal and interest on the bonds proposed to be issued by the Canada Atlantic Railway Company, and also authorising an application to the Parliament of Canada for the legislation required to make such agreement effect, and ratifying the same.

September
1904

THE RAILWAY AND SHIPPING WORLD.

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Canadian Northern Ry. Construction.

The C.N. Ry. Co. has given notice that it will apply next session of the Dominion Parliament for an act extending the time fixed for the construction of the uncompleted portions of its railway, and authorizing it to lease or acquire running powers over the Great Northern Ry. of Canada, the Chateauguay and Northern Ry., the Irondale, Bancroft and Ottawa Ry., the Quebec, New Brunswick and Nova Scotia Ry., and the James Bay Ry., or any of them, or to purchase such lines or any of them, or to amalgamate with such lines or any of them.

The Great Northern Ry. of Canada will apply next session of the Dominion Parliament for an act authorizing it to lease or otherwise acquire the lines of the Chateauguay and Northern Ry., the Quebec, New Brunswick and Nova Scotia Ry., or either of them, and also empowering it to lease its lines to the Canadian Northern Ry., or to the James Bay Ry., or to give either of these companies running powers over its lines, also for the purpose of confirming an issue of consolidated bonds of the company, and authorizing the construction of a line from near Grand Mere, Que., to its terminals in Quebec city, and a branch to the Quebec Bridge.

The James Bay Ry. Co. has given notice that it will apply next session of the Dominion Parliament for an act authorizing it to change its name, and empowering it to acquire the lines of the Quebec, New Brunswick and Nova Scotia Ry.; also to extend and define the powers of the company with respect to the issue of bonds, debentures, and other securities; also empowering the company to lease its lines or leased lines, and to give the company running powers thereover; also to construct the following additional lines from the line now under construction, south of Lake Muskoka, easterly to Montreal, passing through or near Ottawa, with branches to Ottawa and Hawkesbury, Ont., from or near French River easterly to Montreal, passing through or near Ottawa, with branches to Ottawa and Hawkesbury, Ont., from the company's line at or near Sudbury, thence westerly and south of Lake Nepigon to the C.N.R., west of Port Arthur, passing through or near Port Arthur, with a branch to Port Arthur.

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January
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Etc. Canadian Northern-Ry. Construction.

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Winnipeg Terminals. The Manitoba Legislature last session passed an act guaranteeing bonds to the extent of \$1,000,000 to provide for the construction of adequate terminals in Winnipeg, Man. The present terminal facilities in Winnipeg are those formerly used by the old Northern Pacific and Manitoba Ry., and have been regarded as being only temporary, pending the completion of arrangements for the construction of a new station and yards. In connection with its plans the company has secured Fort Garry Park, and has arranged with the city council for the closing of Broadway from Main St. to the Red River. The probability is that the new station will be erected on Broadway at Main St., and that there will be an hotel in connection with it. The plans involve the construction of a double track bridge over the Assiniboine River, and a line to connect the terminals with the branch to Oak Point. The package freight sheds will remain as at present, at Water St., the larger freight being handled at the Fort Rouge yards. The plans, however, are not yet finally completed, and nothing definite can be said as to when construction will be proceeded with, though it is likely to be started in the spring.

Branch Line Construction. An act was passed at the recent session of the Manitoba Legislature guaranteeing the company's bonds at the rate of \$10,000 a mile for the construction of 180 miles of branch lines in the province as follows:

From Carberry to Brandon, thence generally westerly to the westerly boundary of the province, about 100 miles.

From near Winnipeg generally easterly for 25 miles

From some point on the last mentioned line northerly to Bird's Hill, about 7 miles.

From between Winnipeg and Oak Point, crossing the Assiniboine River and connecting with the company's line between St. Charles and Winnipeg, about seven miles.

From the present terminus of the line running east from Emerson easterly to connect with the main line from Port Arthur to Winnipeg, between Woodridge and Sprague, about 50 miles.

Oak Point Branch. This line at present

MARCH
1905

pushed forward as soon as the weather permits (April, pg. 143.)

James Bay Ry.—We are advised that at the end of March the grading had been well advanced between Parry Sound and Severn River, about 50-miles, and it was expected to commence tracklaying on that section at the end of April. From the Severn River to Breslin but little had been done, owing to some questions of location which are in process of settlement. The question involved is whether the line will run through Orillia or not, and in connection with its settlement, deputations have waited on both the Dominion and the Provincial Governments, urging the claims of the two routes. From Breslin to Richmond Hill the work is mostly light, and nothing was done during the winter, as it was more advantageous to go on with the rock work in the Don Valley. In the Dyon Valley below Richmond Hill, a considerable quantity of grading had been done. The contractors expected to have their men out on all parts of the line by the end of April. The section between Parry Sound and Washago is expected to be completed and the track to be laid by the end of June, and the Toronto-Washago section to be similarly completed by the end of August. Track is to be laid

April 1905
MAY

MAY, 1905.]

THE RAILWAY AND SHIPPING WOR

RAILWAY DEVELOPMENT.

(Continued from page 181.)

reception, in Jan. Trains are being run on the Caledonia branch three times a week, there not being traffic for a daily train. West of Liverpool the work has been delayed, owing to the difficulty of deciding on the most suitable location. The first line surveyed was from Bridgewater west, passed north of Mill Village, thence through Milton and down the east side of the Mersey River to Broad River, thence up Broad River and through the interior to Shelburne. A survey was made by the Department under the superintendence of W. A. Hendry, C.E., starting from the company's line a short distance west of Italyross, and running within $2\frac{1}{2}$ miles of Port Hedway, thence through Brooklyn to Bristol, on the east side of the town of Liverpool. Later on, a survey was made by Mr. Hendry

from north to south, Angus Sinclair having the contract.

Plans have been approved by the Railway Commissioners for a bridge across Wallace Cut, at the north end of Janaks Island, Lake Muskoka, and for a bridge over the Severn River at the Ragged Rapids Crossing.

Some change has been made in the location of the line at the Parry Sound end. The new line will cross the Canada Atlantic Ry. by an overhead crossing, but the original line connecting with the C.A. Ry. at Quebec Siding will not be done away with. The foundation for the bridge over the Seguin River in Parry Sound has been completed. From Parry Sound north the grading on some six miles has been practically completed. This was done by Johnson and Beveridge, Parry Sound. As to the contract for the line to French River, no definite action was expected to be taken until the end of April. (Mar., pg. 93.)

April
MAY 1905

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Approved of the purchase of the Canadian Northern Ry.

Canadian Northern Ry. Operation.

The official time-table of the Canadian Northern Ry., which came into force in April, 1905, shows 1868.2 miles in operation against 1592.6 miles in December, 1904, when the December time-table went into operation. The line is now operated by H. A. James, Manager, in four districts, as follows:

DISTRICT I.—Port Arthur to Winnipeg, 487 miles; Stanley Jet. to Gunflint, 66.9 miles; total, 503.6 miles. Superintendent, F. A. Brown; Chief Train Dispatcher, J. H. Scott; train dispatchers: W. E. Roberts, C. S. Hunt, J. Ferguson. Offices, Port Arthur, Ont.

June 1905

DISTRICT 2—Carman Jet. to Leary's, 63.1 miles; Winnipeg to Emerson, 63.5 miles; Morris to Brandon, 145.3 miles; Hartney Jet. to Hartney, 50.8 miles; Emerson to Ridgeville, 10.1 miles; Oak Point Jet. to Oak Point, 54 miles; Greenway to Adelphi, 51.8 miles; total, 438.6 miles. Superintendent, A. Wilcox, Chief Train Dispatcher, J. Abbott, train dispatchers, W. A. Stewart, T. J. Brown, W. Ingles Offices, Winnipeg.

DISTRICT 3—Portage Jet. to Gilbert Plains Jet., 180.8 miles; Gilbert Plains Jet. to Melville, 298.5 miles; Sifton Jet. to Winnipegosis, 20.7 miles; Delta Branch Jet. to Delta, 14.8 miles; Neepawa Jet. to McCreary Jet., 70.4 miles; Rosburn Jet. to Clan William, 20.2 miles; Arizona Jet. to Brandon Jet., 51.5 miles; Brandon Jet. to Carberry Jet., 22.8 miles. Total, 679.7 miles. Superintendent, J. W. Dawsey, Chief Train Dispatcher, S. S. Foley, train dispatchers, R. Nelson, F. T. Peebles Offices, Dauphin, Man.

DISTRICT 4—Gilbert Plains Jet. to Kamsack, 97.9 miles; Kamsack to Humbolt, 146.4 miles. Total, 244.3 miles. Superintendent, J. R. Cameron.

Canadian Northern Ry. Earnings, etc.

Gross earnings for Mar., \$273,100; working expenses, \$202,500; net earnings, \$70,600 against \$201,900 gross; \$142,300 working expenses, and \$56,600 net for Mar., 1904. Gross earnings for nine months ended Mar. 31, \$2,850,610; net earnings, \$942,200 against \$2,316,800 gross, and \$785,200 net for same period 1903-04.

Approximate earnings for April, \$282,000 against \$2,324,300 for April, 1903.

June 1905

C.P.R. Earnings, Expenses, etc.

property at Fort William will be made.

Canadian Northern Ry. Construction.

The C.N.R. tracklaying gang reached Battleford, Sask., May 16, upon the main line from Winnipeg, which is being pushed through to Edmonton, Alta. The place will be made a divisional headquarters.

In connection with the erection of a new station at Port Arthur, Ont., it is announced that the plans, which are being prepared by Mr. Pratt, the company's architect in Winnipeg, will be ready early in June. The question of the Government yard, which has been in an unsettled state for some years, has been disposed of by the Ontario Government. In exchange for 200 ft. of water frontage for local purposes, the C.N.R. interests obtain 300 ft. on Cumberland St., for use for hotel purposes. The C.P.R. obtains a strip of North Water St., in exchange for running rights over two tracks of railway, and Port Arthur receives the land facing on Arthur and Cumberland streets for municipal buildings.

June 1904

J. D. George has been appointed Contracting Freight Agent at Montreal, succeeding F. G. Adams.

P. Brass, heretofore Assistant Master of Bridges and Buildings, London, has been appointed Master of Bridges and Buildings, Southern Division, succeeding J. Wilson, resigned, Office, St. Thomas, Ont.

The following agents have recently been installed: J. R. Hodgins, Longford, Ont.; W. H. Blair, Port Dalhousie, Ont.; W. H. Oliver, Elsasay, Mich.

Intercolonial Ry.—It is reported that on the transfer of the Canada Eastern Ry. to the I.C.R., Newcastle will be made the headquarters of a new division, the new division to include the Canada Eastern line, and the I.C.R. between Newcastle and Moncton, at present in charge of Supt. Evan Price.

Montreal Street Ry.—N. Grayburn, heretofore Assistant Superintendent, has been appointed Master Mechanic. He will be in charge of the mechanical and winding shops of the company, excepting the carpenter and paint shops, and will have general supervision over the repairs to cars and equipment.

D. B. Blair has been appointed Superintendent of Rolling Stock. He will be in charge of all repairs to cars and equipments; the repair shops at Hochelaga, St. Denis St., St. Henri, and Cote St.

Pers Marquette Rd.—R. Harding, heretofore Vice-President and General Manager, Missouri Pacific Rd., has been elected President of the P.M.Rd., succeeding F. H. Prince, resigned.

The office of T. Marshall, General Agent, Buffalo Division, Pere Marquette Rd., has been removed from Walkerville to London, Ont.

Syrnay and Glass, Buoy Ry.—A. N. McLennan, at one time Superintendent Sidney and Louisburg Ry., etc., has been appointed Manager, S. and G.B.Ry.

Tentative and Northern Ontario Ry. Commission.—H. W. Pearson, heretofore Accountant to the Commission, is acting as Secretary-Treasurer, pending the appointment of a successor to P. E. Ryan, appointed Secretary to the Commission, having charge of the construction of the National Trans-Continental Ry.

Turbine Steamship Co.—G. D. Ellis, Manager, has resigned, and J. Moody, President,

enable the G. T. Pacific Ry. and any other railway to come in at a future time.

Grand View to Edmonton.—A temporary bridge has been erected over the Saskatchewan river at Clark's Crossing, Assin., for construction purposes, pending the completion of the permanent bridge. Another temporary bridge has been built over the North Saskatchewan river at the Big Bend, and the line will cross the river again six miles west of Battleford. Grading gangs are at work all along this stretch, and gangs are also employed west of Battleford through Lloydminster, Sask. It is expected if the fall remains open to have the grade completed to within about 100 miles of Edmonton, before work is suspended. Contract has been let for the steel superstructure of a bridge for the second crossing of the Saskatchewan river, at a point northwest of Battleford, Sask.

The bridge will consist of eleven spans, approximately 1,870 feet in length, excluding the approaches. The weight of the steel entering into the structure will be 4,750 tons. The contract has been given to the Canada Foundry Co., Toronto. (Aug., pg. 283.)

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intention of the American Locomotive Co. to remove its Cooke plant from Paterson, N.J., to Montreal.

A regular train service was inaugurated on the Lindsay, Bobcaygeon and Pontypool Ry., from Burketon, on the C.P.R. Toronto-Montreal line, to Bobcaygeon, Ont., Aug. 4. The line is being operated by the C.P.R., by which company it has been leased.

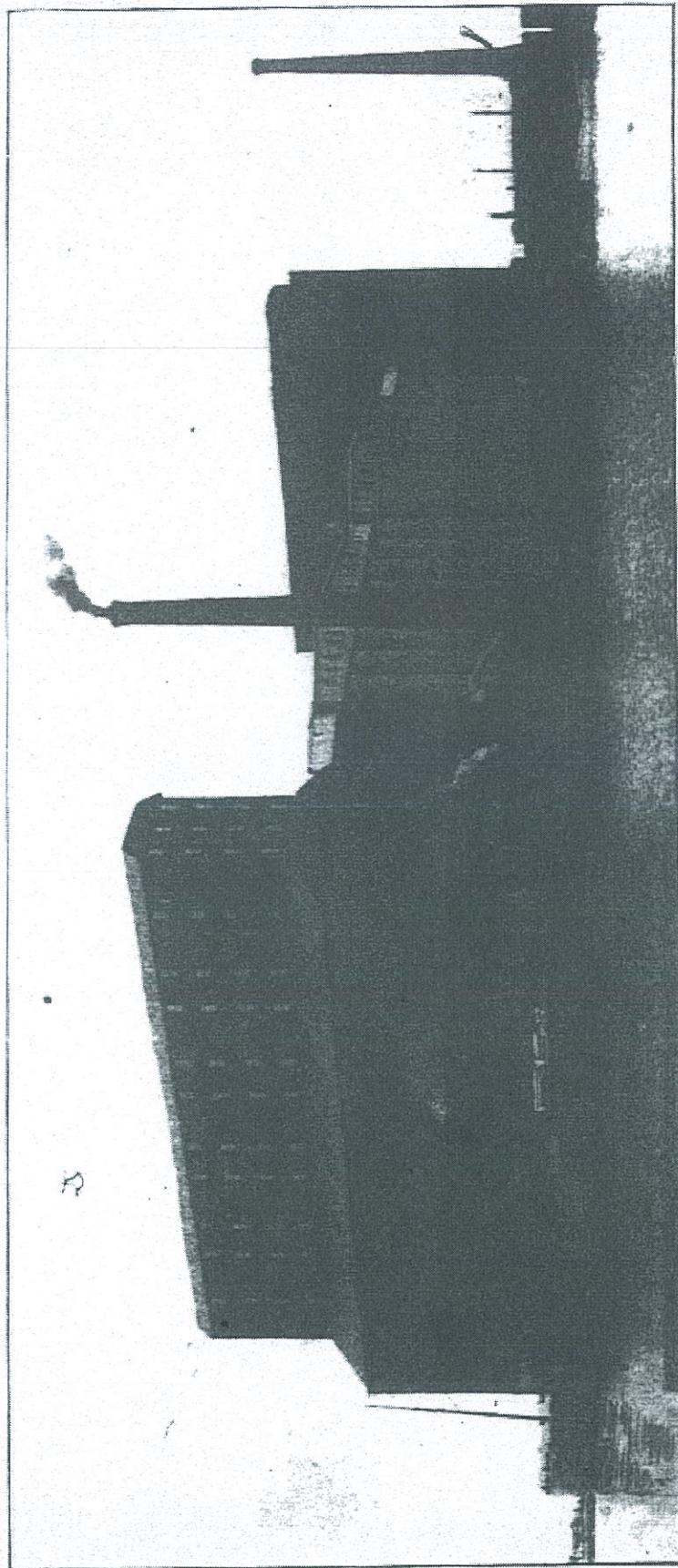
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September
1904

siding from its line north of St. Martin Street. The adoption of a uniform code of rules for the "tonight" line would not affect what now lies



CONVENTION SHIPPERS REV. FEE VATORS AT PORT ARTHUR, ONT.

November 1904

April 1904

A. I. Trueman is solicitor to the company. Huds
erm at re. are ion by point where the turns west a branch is
route west to Sudbury, about 10 miles. From the
prime about 2½ or three miles, when it will swing
main transcontinental line about two miles
west of Wabamatic, Ont., and run north for
partly about 2½ miles. At the same time
will be constructed to some iron mines in Hunt-
ton Lake, about 25 miles. A contractor has been
let for the construction of the branch line to
the Northern Construction Co., which also
has contracts on the main line. Surreys
have been made from two or three miles
south of French River to Keyline, where
soundings are being made of the harbor. It
is expected to have the line open from Timmins
into the Muskoka country in June. Large
rds all. nts The lake to River in Sept., and to Sudbury by the end of
the year. (Nat., pg. 31.)

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