

NATIONAL TRANSCONTINENTAL RAILWAY

Aug., 1907]

THE RAILWAY AND MARINE WORLD

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Press reports state that M. P. and J. Davis have sublet the greater part of the 150-mile section between Quebec Bridge and the New Brunswick boundary, the sub-contractors being: Pocock and Lemay, Cameron and Perrege, Johnston and Sabiston, Beauregard and Dufour, McDougall Bros., Murdoch Bros., R. Ryan and A. McGougan. The latter will construct bridges over the Etchemin and Abenakis rivers. The C. T. Pacific Ry. Co. has sublet the clearing of the right of way on the Abitibi section to Rogers and O'Brien, of Montreal. With respect to the 275-mile section from Winnipeg easterly to Lake Superior Junction, H. D. Lumsden, Chief Engineer, stated recently that the contractors had 4,000 men at work, and very poor progress was being made. He thought that a great deal of work could be done during next winter, but he would not care to say that this section of the line would be completed by the spring.

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The Transcontinental Railway Commissioners made an inspection trip over the Quebec-La Tuque section, and subsequently went to Winnipeg, where they arrived June 10. Before leaving they authorized the statement that work on the shops and yards at that point would be commenced forthwith.

Tenders were received by the Commissioners to June 25 for the construction and erection of the superstructure of five steel bridges in District B. The bridges are to be in accordance with the general specifications for steel bridges of the Department of Railways, 1905, and to be able to stand the test of the load designated "heavy" in the specifications.

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Tenders for the supply of 200,000 ties were received up to June 14. Delivery is to be made commencing April 1, 1908, at Rennie Jct. siding, Ont., or on the line of the Transcontinental Ry. eastwardly therefrom in such numbers as to allow 3,000 ties to the mile.

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The Dominion Parliament has under consideration an act the object of which is to make the statute respecting payment of wages upon public works applicable to the Transcontinental Railway Commissioners' contracts.

In a recent discussion in the House of Commons when papers relating to the projected construction of a central station at Quebec were asked for, the Premier pointed out that the Transcontinental Railway Commissioners had no power to build terminals at Quebec this work rested with the Quebec Bridge and Railway Co., which had been authorized in 1903 to enter Quebec by the bank of the St. Lawrence. The Government had not surrendered its control; it could refuse to guarantee the Q.B. and Ry. Co.'s bonds if its plans were not satisfactory.

Tenders have been opened for the construction of five additional sections as follows:

DISTRICT A.—From Moncton westerly 50 miles: G.T. Pacific Construction Co.; Eastern Construction Co. of Amherst, N.S.; M. T. Schurman & Co., Prince Edward Island; Eastern Construction Co., Ottawa.

From Grand Falls, N.B., westerly to the New Brunswick-Quebec boundary: G.T. Pacific Construction Co.; Toronto Construction Co.; Eastern Construction Co. of Amherst; Eastern Construction Co., Ottawa; Lyons & White, Ottawa.

DISTRICT B.—From Quebec Bridge easterly for about 150 miles: G.T. Pacific Construction Co.; Russell-Chambers, Limited, Toronto; M. P. & J. T. Davis, Ottawa; O'Brien & Mullarkey, Montreal.

From 150 miles west of Quebec Bridge to Weymontachene, Que., about 45 miles: G. T. Pacific Construction Co.; Russell-Chambers, Limited, Toronto; MacDonnell & O'Brien, Renfrew, Ont.

DISTRICT C. AND D.—From about eight miles west of Abitibi River, crossing easterly for 150 miles: G.T. Pacific Construction Co.; E. F. Fauquier, Ottawa.

The contracts were awarded Feb. 26 as follows: district A, from Moncton westerly, 50 miles; district B, from about 150 miles west of Quebec Bridge to Weymontachene, Que., and districts C and D from about eight miles west of Abitibi River easterly for 150 miles, to the Grand Trunk Pacific Construction Co.; district A, from Grand Falls, N.B., westerly to the New Brunswick-Quebec boundary to Lyons & White, Ottawa; district B, from 150 miles west of Quebec Bridge to Weymontachene, Que., to M. P. & J. T. Davis, Ottawa. It is said that the cost of the whole 457 miles, according to the accepted tenders, will be about \$13,000,000.

There are now under construction on the Government portion of the Transcontinental Ry. 395 miles, which added to the 457 miles awarded Feb. 26, makes 852. This is nearly the half of the line between Moncton and Winnipeg. In connection with the section between Chipman and Grand Falls, N.B., the route has not yet been definitely decided upon by the Commission, but there is no doubt the report of the resident engineer, which is in favor of the centre route, will be accepted by the Commission and the Government. The statute calls for the most central route through the province easterly. The St. John Valley route would not be a central line. But, apart from the statute, the Transcontinental engineers have been able to discover a shorter and a cheaper route through the centre of the province than was to be found by the St. John River Valley.

GRAND TRUNK PACIFIC RY.

C. Schreiber, C.M.G., General Consulting Engineer to the Government, and Chief Engineer Western Division National Transcontinental Ry., has reported as to the progress

made to Sept. 1, 1906, with the surveys, location and construction of the Western Division of the National Transcontinental Ry. (G.T. Pacific Ry.). The preliminary surveys have sufficiently advanced to enable the company to submit route maps of the line from Winnipeg, touching Saskatoon and Edmonton, and passing through the Yellow Head Pass to the Pacific slope at the junction of the Salmon River with the Fraser River, a distance of about 1,247 miles. Of this the Government has approved from Winnipeg to a short distance east of Edmonton, about 776 miles in all. Edmonton being favorably situated for the establishment of the principal workshops, sorting and distributing yards, cattle yards, warehouses and grain elevators, a large area of land has been purchased for the purpose, and will give ample room for quick despatch of business at that important point. Plans and profiles of location have been submitted and approved by the Government from Portage la Prairie, Man., to nine miles east of Edmonton, about 720 miles, upon which construction is in progress. Mr. Schreiber had recently made an inspection of this section of the line, and found the location has been carefully selected with a view to obtaining a first-class alignment and favorable gradients, the curvature is light and the maximum gradients against the traffic going west are 0.50%. In securing so good an alignment and gradients, heavy work has been encountered in the form of high embankments, deep cuttings and large structures at certain points, such as at Pine Moll, Minnawashita, Birdtail and Cut Arm Creeks; the little Saskatchewan River, the Touchwood, Eagle and Beaver hills, the Qu'Appelle valley and at Battle River.

He was disappointed with the progress made with construction; it had not advanced, and was not advancing as rapidly as could be desired. This was due to the impossibility of securing the requisite number of men for a vigorous prosecution of the work. In fact, so short of men were the contractors that in several instances many teams of horses were standing idle in the stables, owing to the inability to secure teamsters to drive them. It is, however, only fair to state that the works executed are of a substantial character. The embankments and cuttings are neatly finished off, and the latter are well drained by side surface ditching. Following is a statement of the approximate quantities on the work on the section between Portage la Prairie and Edmonton, and the amount of work executed thereon up to Sept. 1, 1906:

Character of Work	Total.	Quantity Done.
Clearing, acres	1,420	1,409
Grubbing, acres	260	97
Earth excavation, cubic yards	17,700,000	5,091,000
Rock, cubic yards	797,000	314,700
Culverts, lineal feet	62,000	17,900
Large trestle bridges, lineal feet	16,000	4,000
Smaller pile bridges, lineal feet	11,000	2,060
Steel bridges over large rivers, lineal feet	5,700	Nil.
Telegraph and telephone lines, miles	750	20,000 telegraph poles delivered
Fencing, miles	1,500	Nil.
Track complete, including ballastine	816,500,000 tons rails delivered; 160,000 ties delivered; 2 miles track laid.	
Station and other buildings, number	265	Nil.
Cattle guards and sign boards, number	1,500	Nil.
Rip rap, cubic yards	20,000	200

The material for the balance of the culverts, trestles and pile bridges, as well as the materials for the fencing, telegraph and telephone lines, can be taken out during the winter and delivered upon the ground with much greater facility than in summer, and if nothing unforeseen occurred, it might

be anticipated by the end of 1907.

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Dealing with the question of subsidies, he said that there was an erroneous impression that the company had received great assistance in that way. This was not the case. In Manitoba, Saskatchewan and Alberta they had constructed 2,255 miles of railway. From the Dominion Government they had received for that only \$385,600 in cash and 2,616,960 acres of land. This acreage was a portion of land granted in the eighties to the Hudson's Bay Ry. when the land was not so valuable, and considerable of it was sold at its low value at that time. From the Dominion Government there had been received for the lines in Ontario \$2,607,326, and from the Provincial Government \$671,000 for the James Bay Ry., now part of the C.N.R. Taking the mileage, the C.N.R. had received less proportionately in Government aid in cash and lands than any other railway in the country. The Provincial guarantees of the bonds were of course of great help in financing the road, but the signing of these guarantees had not cost the different Governments a single cent. "We have been able to earn the interest on these roads as they are constructed," said Mr. Mackenzie, "and a great deal of the credit for that is due to our Third Vice-President, D. B. Hanna."

Mr. Mackenzie said it was less than three weeks since the new Canadian Northern Ontario Ry.'s line had been completed from Toronto to Parry Sound. They had been delayed by injunction and other proceedings from getting into the terminals, and that had only been just accomplished, enabling them to accept freight for carriage over the road. The line was now graded through to the famous Hutton iron range, 300 miles north of Toronto, which was now being developed. People from the U.S. who understood these questions told him that the developing of these mines would in course of time enable the establishment in Toronto of blast furnace rolling mills, steel mills, etc., and getting their raw material from the Hutton mines. The city would then be the manufacturing point in steel and iron for all the territory now tributary to it. He asked if it was in the interests of Toronto to have the Canadian Northern lines stationary or to continue them into the great country beyond, into what is commonly called the great clay belt of northern Ontario, lying between Lake Superior and James Bay. He spoke of the immense possibilities of this region, which surveys showed to be a timbered plateau full of agricultural possibilities, and urged that it was the duty of the Government to assist in every legitimate way in having it developed and thrown open for settlement.

"We have altogether a little over 4,000 miles of road," he continued, "distributed in Nova Scotia, Quebec, Ontario and the three western Provinces. We hope at no distant day to be able to connect this system up and to afford transportation for the products of the east to the west, and from the west to the seaboard. Some gentleman asked what about the west; I presume he meant west of Toronto. We expect in the near future to have our line from Quebec to Ottawa, and so soon as we are able to finance our line from Ottawa to Toronto we intend to put it in construction. Then it will be necessary to get to the manufacturing places in Ontario. Of course our plans are not fully matured and we are asking now for the necessary charters from Parliament. We hope in the near future to be able to lay down our lines to the different manufacturing centres of Ontario at least."

In conclusion, Mr. Mackenzie expressed his thanks for the material assistance rendered their enterprises by the Canadian Bank of Commerce. The bank had never been subjected to any risk in carrying their account, in the manner in which every

D. D. Mann, after expressing his appreciation of the honor conferred upon Mr. Mackenzie and himself, declined to consider it a personal tribute. It was paid by commerce to transportation. "While Mr. Mackenzie and myself," he said, "assumed the responsibility and care of the construction of the Canadian Northern Ry., credit is due to many, from the youth who trailed the surveyor's chain across the plains to the men at the head of the greatest banking institutions in Canada. In 1896, just ten years ago this month, we commenced to build the first 100 miles of the Canadian Northern Ry. To-day we have just 3,600 miles of railway in western Canada, or, in other words, sufficient mileage to more than reach from Montreal to Vancouver. In eastern Canada we have 850 miles of railway, making a total of about 3,500 miles, or we have constructed and acquired more than an average of a mile a day during the past ten years. The country tributary to the main line of the C.N.R. from a point about 50 miles east of Winnipeg, through the Provinces of Manitoba, Saskatchewan and Alberta, to the foothills beyond Edmonton, a distance of nearly 1,000 miles, is practically all a wheat-growing country. Every station on this portion of the line, with the possible exception of two, will be wheat-receiving stations. There is an abundance of natural rainfall and a soil as rich as any in the world. During these ten years we have established in western Canada 132 new towns, with a population of 65,000 people; that is, we have located this number of towns along the line of our railway, giving them a name, surveying and naming their streets, and, considering that the majority of these new towns are only from one to two years old, this will give you an idea of how western Canada is developing. Of course, this is exclusive of the farming population tributary to these towns, and does not include the increased population in the towns and cities where there is more than one line of railway, such as Winnipeg, Port Arthur, Fort William, Brandon and Edmonton. During the last fiscal year homestead entries in the west have numbered 50,000, which at, say, 160 acres to each person, means that 8,000,000 acres have been taken as free homesteads. Government statistics show that during the last five years the population of the three Prairie Provinces has increased from 419,000 to 806,000, a gain of 92%."

"The great bulk of traffic originating on our western lines is grain, and the products of grain, eastward bound, and it is important that we should have our own line of railway into the industrial points in the east, to gather return cargoes for these grain cars westward bound. With this object in view we are building from Toronto to Moose Mountain, 300 miles, via Parry Sound, the mouth of French River and Sudbury. We intend to extend this line to Port Arthur, dividing the country between the C.P.R. and the G.T.P. We are also building between Quebec and Montreal, Montreal and Ottawa, and intend to connect Toronto with Montreal in the near future. It is also our intention to build westward through to the Pacific coast, making a continuous line of railway from tidewater to tidewater. I think I have said enough about railway enterprises, but I wish to impress upon you that it is only by having through lines from east to west and branches reaching to all industrial centres in the east that the internal trade of this country can be developed. Great as the prospects are for the future development of the west, there is no reason why Ontario should not continue to maintain the first place among the Provinces of Canada. While reaching out for trade in foreign markets be mindful of the fact that manufacturers in other countries are

"We have established our head offices in Toronto. Up to the present we have had our clerical staff located here, but with the completion of the Canadian Northern Railway and the branching out of other roads from this city you will have the benefit of repair shops and other works, which will add materially to the population and trade of the city of Toronto."

Z. A. Lash, K.C., Premier Whitney, Hon. G. W. Ross, M.P.P., Mayor Coatsworth and B. E. Walker, General Manager of the Bank of Commerce, also spoke.

National Transcontinental Railway.

The report of the National Transcontinental Railway Commission for the year ended June 30, was presented in the House of Commons Dec. 10. The total expenditure for the year was \$1,831,263, of which \$352,191 was paid to the G.T. Pacific Ry. for surveys from Winnipeg eastward. There were 18 casualties in the survey parties during the year, chiefly from drowning. When District Engineer Almon and Transmittan White, of section C, in the eastern district of Quebec, were drowned, the rest of the party refused to remain in the field. They were sent to their homes and a new party organized. The report of the surveys in District E, which extends from Abitibi to Peninsula Crossing, the point of junction with the Lake Superior branch G. T. Pacific Ry., to which point the Eastern Division (National Transcontinental Ry.) is under construction from Winnipeg, shows that 14 bridges of considerable magnitude will be required. Five of these will be 500 ft. long, and one 700 ft.

The report of the Chief Engineer, H. D. Lumsden, which is incorporated, reaffirms the statements previously made that the gradient from Winnipeg easterly to the Atlantic seaboard will not exceed 0.4%, and westward the gradient will not exceed 0.6%. The curvature for the most part will be kept down to a minimum of 1,433 ft., except in a few cases where the radius is 955 ft.

The question of the route of the line into Moncton has not been finally settled, but a St. John despatch, Dec. 19, says, unofficial information indicates that the reports of the engineers favor what is known as the central route, reaching Chipman practically in a straight line, instead of along the valley of the St. John River. The central route is said to be somewhat shorter than the river route, offers better gradients and presents fewer obstacles to construction. Replying to questions in the House of Commons on the subject the Premier said the preliminary location surveys for the Quebec-Moncton section of the line had been made, and a portion of the revised survey, but the reports had not come to hand. With regard to the re-survey of the proposed routes from Grand Falls to Moncton, N.B., the Commissioners had not made any recommendation as to routes. The engineers of District A reported in favor of the back line, and preliminary surveys were completed between Moncton and Grand Falls, as the shortest and cheapest, but before finally deciding this matter it was considered advisable to have the first location made over both routes. This had been done and plans and estimates are expected to be furnished shortly.

The Chairman of the Commission stated in Quebec, Nov. 29, that the Commissioners expected by the end of Dec. to be in a position to ask for tenders for the construction of about 450 miles of line. Of this mileage, 50 miles would be from Levis, Que., southerly 100 miles from Moncton, N.B.; 40 miles northwesterly from La Tuque, Que., and 150 miles from Abitibi.

The Minister of Railways spent Christmas in New Brunswick and a Moncton dispatch

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"Advertisements will be issued this week, calling tenders for constructing portions of the eastern section of the Transcontinental Ry. between Moncton and Levis. Besides asking tenders for the sections between Levis and the New Brunswick frontier, tenders for constructing the following sections of the National Transcontinental Ry. will be solicited: From Moncton towards Chipman, 50 miles, will be the first section. The road will enter Moncton from north of Steeves Mountain and run almost parallel with the I.C.R. from east Berry's Mills. Tenders will also be called for the section in New Brunswick for a distance 62 miles from Quebec frontier towards Grand Falls. The route will be down to Baker's Brook and thence along the St. John River valley to Edmundston and following the valley to about 2½ miles from Grand Falls. Between the two sections named there will be in New Brunswick three additional sections, each 50 miles, tenders for constructing which will be called early in the spring, or as soon as the question of route has been finally determined."

The position of construction upon the line easterly from the Quebec bridge, shows that on the seven miles to Cap Rouge, a considerable amount of rock cutting will have to be done during the winter. The granite piers of the viaduct at Cap Rouge have been completed, except the two eastern ones, one of which is caisson work. The section from Cap Rouge to Belair, 13 miles, where a connection is made with the C.P.R., is expected to be completed by June. On the 14 miles between Belair and Jacques Cartier River, the grading is nearly completed, and it is expected that tracklaying will be commenced in the spring. The section from Jacques Cartier River for 33 miles is also well advanced, and the masonry work for the bridge across St. Anne's River is finished. The work on the other 127 miles to La Tuque is well advanced, and the abutments of nearly all the bridges are completed.

GRAND TRUNK PACIFIC RY.

The Vice-President and General Manager stated in an interview at Winnipeg, Dec. 18, that he was well satisfied with the work that had been done on the road during the past year. About 80% of the work the company set out to do during the year had been completed, and preparations had been made for larger works during the coming season. It was anticipated that not only would the arrears of 1906 be made up in 1907, but the whole of the work laid out for the year would be completed. The company was taking every precaution to provide against any scarcity of labor during the summer, such as there was during 1906.

Plans have been submitted for the approval of the Government for the line from Edmonton, Alta., through the Yellowhead Pass to Prince Rupert on the Pacific coast. The plans show the line over the summit of the Rocky Mountains will have a gradient of 0.4% and that no heavier gradient will be required to the ocean. The profile accompanying the location plans shows that there will be some heavy cuts and deep fills to ensure a line with so low a gradient. Engineers who are familiar with the Yellowhead Pass state that it is wide enough to provide routes for several lines.

Reports from Prince Rupert state that during the year five acres of land have been cleared and stumped; the whole district has been surveyed, and a hydrographic survey made of the harbor. The harbor is 16 miles wide, with a good entrance, straight and deep for a width of over 2,000 yds., the

Canadian Northern Railway Construction.

Canadian Northern Quebec Ry.—The grading upon the cut-off from near Garneau Jet. has been finished to the crossing of the Batiscan River at St. Stanislas, Que., 12 miles. From this point to the crossing of the Charest River, 8 miles, the grading was expected to be finished at the end of Dec., with the exception of a few small cuttings. About half the grading has been completed on the section between the Charest River and the crossing of Ste. Anne River, at St. Casimer, 6 miles. Work is to be carried on continuously during the winter, unless the weather becomes too severe. Between the points mentioned there is considerable bridge work to be done, the substructures at the Ste. Anne and Batiscan Rivers are well under way.

We have since been advised that tracklaying has been started on the line from Garneau Jet., on the old Great Northern Ry., into Quebec, 8 miles; and on the line from St. Jerome, on the same line, to Morin Flats, Que., on the old Montford and Gatineau Colonization Ry., about 15 miles. The contractors are O'Brien and Mullarkey, Montreal.

In addition to the construction work on hand, there is projected a line from Montford Junction to Morin's Flats, Que., about 5 miles.

The point of junction of the old Great Northern Ry. with the National Transcontinental Ry., now known as Tawachiche, has been changed to Hervey Junction, and the station at Reed's Camp, where the headquarters of the N.T. Ry. survey parties have been located, has been closed.

Canadian Northern Ontario Ry.—The grading on the line between Hawkesbury and Rockland is practically ready for the rails. On the section between Rockland and Ottawa, the right of way has been laid out, and everything is in readiness for an early start at grading in the spring. The line into Ottawa, it is expected, will be completed and in operation early next fall.

The plans for the line from Ottawa into Toronto have been filed and show a route between the two points about 60 miles shorter than the present G.T.R. or C.P.R. lines. From Ottawa the line will run south-westerly as far as Cobourg, from which point it will parallel the G.T.R., and after passing about midway between Brooklin and Whitby will touch the lake near Dunbarton. It will reach Wetburn south of the G.T.R. tracks, cross Kingston road south of Norway and Queen St., Toronto, to Ashbridge's marsh, run along the north shore of the marsh to the Don, then northerly with a slight curve until it reaches the tracks upon which it will enter the Union Station limits. The approval of the Toronto Board of Control has been asked for the plans within the city limits.

The plans for the line from Ottawa to Key Inlet have also been filed, and have been approved of in part by the Board of Railway Commissioners. The plans show a line from Ottawa to Fitzroy harbor, then crossing the Ottawa River, running very close to Norway bay, Bristol and Portage du Fort. At this point it recrosses the river and cuts across the peninsula, of which Beachburg is the centre. Thence the line passes about 10 miles to the south of Pembroke, and traverses the height of land to Key Inlet, Georgian Bay.

Canadian Northern Ry.—The C.N.R. boiler room wing of the Winnipeg repair shops was destroyed by fire Dec. 7. The total loss, including a locomotive undergoing repairs, and the machinery, is estimated at about \$100,000.

Plans have been filed at Ottawa for an

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January 1907

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

Windsor St. Station, Montreal.—The new story at the Windsor St. station was taken possession of by the company Nov. 1. The addition is not subdivided into offices, but has been completed as one big chamber. It is being utilized by the accounting and engineering departments, which have hitherto been spread over a number of small offices. Their former offices will be given over to other departments which are now overcrowded. An addition 100 ft. long, and the full width of the express building, is being constructed for the baggage department.

Glen Yards.—The company has purchased 130,386 ft. of land in Westmount, north of its tracks near the corner of St. Catharine St. and Victoria Ave. The object of the purchase is to provide a suitable entrance to the recently completed Glen yards.

Angus Shops.—Plans are reported completed for the erection of a paint shop at the company's Angus, Montreal, shops. The new building is estimated to cost \$70,000.

Spur Line at Port Rouge.—The C.P.R. is making application to the Board of Railway Commissioners to sanction the construction of a spur line from near the Port Rouge station, Que., 2,800 ft. in length, with a branch therefrom 450 ft. long.

Montreal-Toronto Line.—The party under D. Hillman has completed the survey for the new C.P.R. line between Port Hope and Bowmanville, Ont. The line secured is said to be almost level, and will not exceed at any point a gradient of 0.3%.

Georgian Bay and Seaboard Ry.—At a meeting in Toronto, Nov. 12, a resolution was passed approving of the leasing of this projected line from near Peterborough to Victoria Harbor, Ont., to the C.P.R. We were advised, Nov. 19, that no contract had been let for the construction of this railway.

Toronto-Sudbury Branch.—An official inspection of this line as far as Shaw's Creek, about seven miles from Bala, Ont., was made by D. McNicoll, Vice-President, Nov. 9, and it was announced that the line would be opened for traffic Dec. 1.

Walkerton and Lucknow Ry.—The shareholders of this company, at a meeting in Toronto, Nov. 12, approved of a lease of the line now under construction to the C.P.R., for 999 years. Grading between Proton and Walkerton, Ont., is well advanced. An application to the Board of Railway Commissioners for a crossing over the G.T.R. near Hanover, has been held over pending an inspection of the locality by the Board's engineer.

Guelph and Goderich Ry.—D. McNicoll, Vice-President C.P.R., made an inspection of the line as far as Milverton, Ont., Nov. 8, and the line was opened for traffic to that point Nov. 15. Hitherto the trains only ran from Guelph to Elmira. The question of the taking of certain lands at Goderich, claimed by the G.T.R., came before the Board of Railway Commissioners at Ottawa, Oct. 25, but a decision was not rendered.

Woodstock to Brantford.—Local reports state that the C.P.R. has informed the Brantford Board of Trade that it had decided to make a start upon the construction of a line from Woodstock to Brantford, Ont., in the spring. An officer of the company, who should be in a position to know, advises us that he is not aware of any such intimation having been given.

Sarnia.—The C.P.R. is reported to have acquired a large waterside property at Sarnia, Ont., formerly owned by the Sarnia Bay Timber, Lumber and Salt Co.

Winnipeg Beach to Gimli.—The extension from Winnipeg Beach to Gimli, Man., 11 miles, was completed Oct. 20. A dock, about 500

ft. in length, is to be constructed at Winnipeg Beach, the piles and timbers for which have already been delivered.

Gretna to Portage la Prairie, Man.—We were advised, Nov. 12, that the U.S. press reports that the C.P.R. was behind a project to construct a line from Gretna to Portage la Prairie, Man., is incorrect.

Lander Extension.—A train service has been put on this extension from Lander westerly to Broom Hill, Man., 16 miles. It is proposed to extend the branch for a further distance of about 30 miles.

Reston-Wolseley Branch.—The construction of this line has been completed from Reston, on the Arcola section, to Kaiser, Man., about 98 miles, and a train service has been put in operation. It is expected that the line will be completed to Wolseley, Sask., early in 1907.

Pheasant Hills Branch.—We were advised Nov. 12, that all the contracts for grading upon the extension of this branch from the present terminus at Strassburg, Sask., to Saskatoon were let. The contractors were working on the route and considerable grading was being done. It was expected to have the grading sufficiently far advanced to allow tracklaying to be completed to Saskatoon by the fall of 1907.

Bridge at Saskatoon, Sask.—In connection with the extension of the Pheasant Hills branch into Saskatoon, a concrete and steel bridge is to be erected over the Saskatchewan River, the contract for which is expected to be let at an early date.

Regina Northerly.—Recent press reports stated that the C.P.R. had decided to construct a line paralleling the Qu'Appelle, Long Lake and Saskatchewan Ry., and that engineering parties were in the field making the location surveys. We were advised Nov. 12 that it may be decided to construct a line northerly from Regina, to meet the Pheasant Hills branch now under construction into Saskatoon. Such a branch would give a connection between the main line to Saskatoon, and would open up a good country north of Regina. Nothing, however, had been decided in the matter.

Belly River Bridge.—We were advised, Nov. 17, with reference to the construction of a bridge over the Belly River, at Lethbridge, Alta., that a contract had not then been let, and would not be for some considerable time.

Wetaskiwin Easterly.—Steel has been laid on this extension as far as Hardisty, on the Battle River, 105 miles east, but a train service is at present operated only as far as Daysland. A bridge over the Battle River is being constructed. It will be 3,680 ft. long and 95 ft. above high water mark. It is expected that the line will be opened for passenger traffic to Hardisty at an early date.

Strathcona-Edmonton Bridge.—A conference was held at Edmonton, Alta., Nov. 13, between W. Whyte, Second Vice-President, and R. R. Jameson, General Superintendent Western Division, and the city authorities, respecting the high level bridge across the Saskatchewan River into Edmonton. The plan under discussion shows a bridge about a mile long, with railway and tramway tracks in the centre and on each side a vehicle traffic way and a footpath. The cost of the bridge will be about \$1,000,000.

Tunnel at Palliser.—The tunnel at Palliser, B.C., has been completed, and the Board of Railway Commissioners having given the necessary certificate, the transcontinental trains are being operated through it.

Nicola, Kamloops and Shillikameen Ry.—Tracklaying has been completed into Nicola, B.C., and ballasting is well forward. The survey parties have secured an easy gradient

into Aspen Grove, the heaviest gradient between Quilchena and that point being 1.25%. It is expected to start grading between Nicola and Quilchena at an early date.

Esquimaux and Nanaimo Ry.—Several survey parties are in the field not only examining the lands embraced in the grant to the company, but upon probable extensions of the line. F. Shepherd is engineer in charge of the latest party to be sent out.

Minneapolis, St. Paul and Sault Ste. Marie Ry.—We have been officially advised that there is no foundation for the press reports referred to in our last issue that the company had decided to extend its lines to Seattle, Wash. (Nov., pg. 643).

National Transcontinental Railway.

Survey work upon the section easterly from Quebec to Moncton is being completed, all the parties with one exception having reported. The location of the line between Quebec and Grand Falls, and between Chipman and Moncton, has been completed, and the first location surveys between Grand Forks and Moncton have been made. The question of the route between these two points has not been finally decided. The arrangement of the terminals at Quebec is being considered, and the commissioners have been inspecting various blocks of land required for the terminals, as well as for the railway connections.

In connection with the terminals in Winnipeg, it is reported that the arrangement made with the Canadian Northern Ry. includes the construction of the terminals by that company, and the payment by the commissioners and the G.T. Pacific Ry., of an annual rental of \$65,000 a year therefor.

The route of the line west of Winnipeg has been the subject of considerable discussion at Ottawa, and as provisionally approved the line will run through the southerly end of Tuxedo park, Winnipeg, across the C.P.R. Gretna branch, along Grant and Woodward Ave., paralleling the latter to Pembina Road, where a junction will be made with the Canadian Northern Ry. track. The Government has approved of the plans for 25 miles of the route easterly from Portage la Prairie. The question of terminals at Edmonton was also discussed. The Minister of Railways desires that union terminals be arranged for. The Canadian Northern Ry., as the pioneer line in the city, desires that its terminals be made use of. An arrangement as to terminals has been made between the G.T. Pacific Ry. and the Edmonton City Council, and the Minister of Railways says unless the three companies can agree upon joint plans, the department will approve of this agreement. The company has decided to use the Yellowhead Pass for its line from Edmonton to Prince Rupert, B.C. The reports of the engineers show that a line with a gradient of 21 ft. to the mile can be obtained.

Thos. Dunn, who returned to Vancouver, B.C. from Prince Rupert, Nov. 1, in an interview said: "Engineer Pillsbury, of the G.T.P. Ry., has 70 men at work laying out the townsite, and already the first street, which is 100 ft. wide, and starts at the wharf, is being planked. The clearing of 300 acres of the townsite will be commenced right away. Lumber for the construction of the houses which the railway company will build at Prince Rupert had commenced to arrive. J. Moore, locating engineer of the G.T.P., is surveying the route the line will take on Kaien Island. There are five survey parties on the island also. Dominion Hydrographic Engineer Dodge is making surveys of the harbor and contiguous waters. Prince Rupert itself has a water frontage about 12 miles long (Nov., pg. 649.)

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quarters at the Imperial Bank Building, Montreal. He was born at Westerley, R.I., Nov. 10, 1872, is a machinist by trade, has the degree of mechanical engineer from Lehigh University, and has been in the locomotive business since 1896. S. T. Callaway, heretofore Manager at Montreal, will be transferred to the American Locomotive Co.'s New York office.

Robert W. Hunt & Co., Bureau of Inspection, etc., Chicago and Montreal, announce that they have engaged the services of E. H. Lynde, who for years was connected with the Lackawanna Steel Co., in charge of its Bessemer Steel Rail Department at Scranton, Pa. He will assume direct charge of the departments of R. W. Hunt & Co.'s business which were under the immediate direction of their lately deceased partner, W. Fiero. Under the terms of the partnership, Mr. Fiero's widow and children will continue to enjoy his interests in the business for three years following his death.

National Transcontinental Railway

A conference between the Commissioners for the National Transcontinental Ry., representatives of the other railway lines having interests in Quebec, the marine interests, and others, for the purpose of discussing the question of railway terminals, etc., at Quebec, was held in that city, Oct. 12. The matter was fully discussed and a committee was appointed, consisting of one representative from each of the railway interests, steamship companies, presidents of Harbor Commission and the Board of Trade, E. C. Fry, Lloyd's agent, Mayor of Quebec, Quebec Bridge and Railway Co. The Chairman of the N.T. Ry. Commission submitted the following general suggestions for the committee to work upon:

That the south shore roads—the G.T.R., I.C.R., Quebec Central and Delaware & Hudson, and also the G.T. Pacific and Canadian Northern, should come into the city from the bridge by way of the coves; docks and freight yards being built between Diamond Harbor and Sillery, and a union passenger station for these roads at Champlain market, adjacent to the proposed new ocean steamship docks, with an elevator to the upper town.

That the C.P.R., Quebec Railway, Light & Power Co. and Quebec & Lake St. John roads, if they prefer to do so, retain each their present stations, they being well situated for their business, all being in the centre of the city and nearer to their clients than they would be at Champlain market.

That a track connection be built between St. Andrew St., the Louise docks and the Champlain market, either along Dalhousie St., or preferably on the river front, open to all railways upon the same terms.

That a track connection be made between the Louise Docks, Limoillon and the St. Lawrence bridge along the St. Charles valley, open to all railways upon the same terms.

That all railways to or from Quebec be put upon the same footing as regards the use of the bridge across the St. Lawrence and its approaches.

That all these railways shall each have a representative in the Terminal Company which is to carry out these works.

The committee selected subsequently met under the chairmanship of R. Audette, Vice-President Quebec Bridge and Ry. Co., and appointed A. E. Doucet, E. A. Hoare, and St. G. Boswell, to make plans carrying out the suggestions to lay before the committee for discussion, and the further consideration of the N.T. Ry. Commissioners.

The Commissioners have completed an inspection of the work in progress upon the section of the line between Quebec and La Tuque, going over a considerable mileage between Quebec and Reed, and some miles west of the latter point. Steel rails for this section

of the line are being delivered at Quebec by the Dominion Steel Co., Sydney, N.S. It is expected to have about 40,000 tons of rails delivered by the end of the year, and distributed along the route.

The question of the location of the terminals in Winnipeg, for the National Transcontinental Ry., and the G.T. Pacific Ry., is under consideration by the Commissioners, who arrived in Winnipeg, Oct. 18, for the purpose of discussing it with the other railway and local interests involved.

GRAND TRUNK PACIFIC RY.

The Ontario Railway and Municipal Board visited Port William, Ont., Oct. 6, for the purpose of looking into the question of the location of the Lake Superior Branch, G.T. Pacific Ry., from that town to the main line of the National Transcontinental Ry. from Moncton, N.B., to Winnipeg. The route of the line between Port William and Port Arthur, and the location of the terminals in these towns were inspected, and evidence was given showing that the valley of the Kaministiquia was the only available route westerly and northerly, and that it was therefore not possible to avoid paralleling the C.P.R. for about 70 miles. The Board reserved decision upon the various questions involved. The investigation was rendered necessary by reason of the fact that the Ontario Legislature voted a grant of 2,000 acres of land a mile to aid the construction of this branch.

Collingwood Schreiber, consulting engineer to the Department of Railways, arrived in Winnipeg Oct. 9, for the purpose of making an inspection of the construction west of Portage la Prairie, Man. He said at Winnipeg: "The construction work this summer has been hampered a little by a lack of labor, the all-round demand for men on farms and railways being greatly in excess of the supply. The various companies which have the western sections under construction, have all made very favorable progress in the face of this adverse circumstance, however, and there has been practically no shortage of material, if a lack of ties during a few weeks in the summer is excepted."

Tracklaying was reported to be going on west of Portage la Prairie at the rate of two miles a day. Over 50% of the grading between Portage la Prairie and Saskatoon, and over 30% between Saskatoon and Edmonton was reported to have been completed Oct. 30. The labor situation has been somewhat relieved by the return of the harvest hands from field work, and the arrival of men from Scotland, specially engaged for work on the line.

The contract for the bridge over the North Saskatchewan River at Edmonton, Alta., has been let to the May-Sharpe Construction Co., Winnipeg, Man. The bridge will be of steel on concrete piers, and is estimated to cost about \$250,000.

The taxpayers of Edmonton, Alta., have passed a by-law granting \$75,000 for the purchase of the right of way for the G.T.P. Ry. in the city.

C. M. Hays, President; F. Morse, Vice-President, and H. Phillips, Secretary, G.T. Pacific Ry., returned to Montreal, Oct. 11, from their trip over the route of the line from Portage la Prairie westerly, and a run from Vancouver to the Pacific Coast terminus at Prince Rupert. At this point the company is clearing 1,000 acres as a town site, and is erecting an hotel at a cost of about \$40,000. It is intended to start work at once upon the erection of wharves, aggregating about 2,000 ft. in length. It was the company's intention, said Mr. Hays, at Vancouver, B.C., to construct a line to it some time or other, but it was impossible to say when.

The Canadian Northern Ry. was fined \$200 at North Battleford, Sask., Oct. 13, for setting fire to the prairie by sparks from a locomotive.

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National Transcontinental Railway Construction.

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

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

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

GRAND TRUNK PACIFIC RY.

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

"I am satisfied that in the G.T. Pacific Ry. when it is completed, the people of Canada will have the cheapest transcontinental line in existence. From the Rocky Mountains to the Atlantic seaboard it will show a maximum grade of 4-10ths of 1%, eastbound, and 5-10ths of 1% westbound. The company itself expects to obtain an equally level location across British Columbia to its Pacific terminus. I am satisfied that it will get through with a maximum gradient not exceeding 1%, and anyone who knows the first thing about railway building and the existing routes through the Rockies can readily appreciate what that means, especially in the haulage of heavy traffic. The G.T.P. Ry. has 16 survey parties now in the field in British Columbia and the company will be in a position to let some contracts this season on this section, probably at the Port Simpson end, as it is the most accessible. I drove 700 miles across the prairies from Portage la Prairie to Edmonton following the located route of the new line. From 100 to 120 miles of this will be laid with rails this fall, and by the end of next year the G.T.P. ought to have its track through to Edmonton. Their greatest difficulty lies in the scarcity of labor. In one stable I saw 20 horses idle because it was impossible to secure drivers to handle them. It is simply wonderful the way settlement is already flowing in along the route that the new line is to follow. Shacks of all sorts are being put up and land brought under cultivation. The company has truly secured an excellent line across to Edmonton; it is practically a straight line all the way from Winnipeg."

There are reported to be over 12,000 men at work on different sections of the line, and that satisfactory progress is being made with the work under contract. On the Lake Superior branch from Fort William to Lake Superior Junction, Ont., construction trains are being operated for short distances, and over 100,000 ties have already been delivered. The equipment for two tracklaying machines has been received at Fort William. Between Winnipeg and Edmonton the con-

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

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

West Canadian Collieries Co.'s Line.—A spur line, 2,850 ft. in length, of double track, with a double crossing about the centre, has been constructed between the C.P.R. tracks and the Bellevue collieries of the W. C. C. Co. The Bellevue mine is 51.4 miles west of Macleod, Alta.

The Western Lumber and Development Co. will apply next session of the Dominion Parliament for an act giving extensive powers, including the right to construct railways, telegraph and telephone lines, and to charge tolls for the use of the same.

Yonge St., Toronto, Bridge.—A deputation from the Toronto City Council recently had an interview with representatives of the C.P.R. and G.T.R. with respect to the proposed bridge over the railway tracks at the foot of Yonge St., Toronto. The Mayor has given out the following statement:—"Two suggestions were considered; (1) That the railways pay the city a lump sum and let the city build the bridge; \$100,000 was mentioned, but only approximately. (2) That the railways build the bridge and the city take care of any land damage. These are both to be looked into, and the engineers of the railways and city are, in any event, to at once determine more definitely the location and plans of the bridge with a view of minimizing all possible land damages."

Yukon.—Application will be made next session of the Dominion Parliament for an

valley of this creek to Klondyke River, thence to the mouth of Bonanza Creek. Power is also sought to construct branch lines, telegraph and telephone lines, to develop electric power and for other purposes. J. L. Bell is solicitor for the applicants.

National Transcontinental Railway.

The Commissioners of the Transcontinental Ry. have asked for tenders for the construction of two sections of the line, and for a 3,000 ft. steel viaduct at Cap Rouge valley, Que. The sections for which tenders are asked are: From near the Quebec Bridge, now under construction by the Quebec Bridge and Ry. Co., to near La Tuque, Que., about 150 miles, described as District B; from near Winnipeg to Peninsula Crossing, Ont., near the junction point of the Lake Superior Branch of the Grand Trunk Pacific Ry., about 245 miles, and described as District F. Tenders are also asked for a steel viaduct 3,000 ft. long across the Cap Rouge valley in District B. Plans, profiles and specifications are to be seen at the offices of the Commissioners, Ottawa; for District B and for the steel viaduct, at the office of the District Engineer, Quebec, and at the District Engineer's office, Kenora, Ont., for District F. Tenders are to be put in by Mar. 12.

The located route between Winnipeg and the junction with the Lake Superior branch, it is stated, is practically an air line with a maximum grade of 0.4 of 1%. Three surveys were run, but the route selected is the most favorable one. It runs about midway between the C.P.R. and the route at first surveyed by the G.T. Pacific engineers. Starting from a point due east of Boniface, Man., it follows the township line between ranges 10 and 12 to Cross Lake, on the boundary between Ontario and Manitoba, crossing the C.P.R. between Culver and Rennie. The line will cross the Brokenhead and Whitemouth Rivers, but the line will be several miles north of the Julius muskeg, where the C.P.R. encountered a lot of difficulty during the construction of that line. Passing Cross Lake to the north the line makes a change of about 15 degrees from the direct east, touching the southern extremity of Sandy Lake and crossing the Winnipeg River where it enters the lake. At a point due north of Kenora the C.P.R. and the Transcontinental Ry. are 16 miles apart, the first survey of the G. T. Pacific Ry. engineers being six miles still further north. From due north of Kenora the route is due east, the deflection being not more than three miles at any point, and the angles not more than 30 degrees. The height of land is crossed 13 miles north of Scoville. Here the C.P.R. and Transcontinental Ry. route gradually get further apart, till at the 5th meridian they are 33 miles distant, and at Lake Superior Jet., or Peninsula Crossing, they are 41 miles apart, Raleigh on the C.P.R. being almost due south. The route is a difficult one, being largely through a rocky country with a network of small lakes and tamarac swamps.

The Dominion Public Accounts show that during the year ended June 30, 1905, there was charged to capital on account of surveys, etc., for the National Transcontinental Ry., \$778,491.28.

GRAND TRUNK PACIFIC RY.

The section of the main line for the construction of which the G. T. Pacific Ry. is

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