

line to the two ports, in which it is shown that not only is the Port Nelson route the shorter by 80 miles, but that the country through which it passes is more capable of development, and that one line can be more economically operated. In the third report Mr. Armstrong shows how by linking up Hannah bay on the Quebec side of Hudson bay, by rail with Quebec, a combined rail and water route could be provided which would be shorter than the existing rail and water route via Fort William and the great lakes. At Fort Churchill there is a natural breakwater, but the navigable season is only from four to five months as compared with seven to eight months at Port Nelson. The initial development at Fort Churchill might be less difficult than at Port Nelson, but the latter place offers the best advantages for a development capable of handling from 50,000,000 to 60,000,000 bushels of grain. He concludes by recommending the development of Port Nelson.

In connection with this matter it may be noted that the Dominion Parliament and the Quebec Legislature have granted aid towards the building of a railway from Montreal to the mouth of the Nottaway river, in Hannah bay, and that the North Ry., of which F. H. Clergue is a leading promoter, is making surveys, with a view of starting construction in the spring. The Canadian Northern Ry. interests, through the charter of the James Bay and Eastern Ry. has under construction a line from Roberval, the terminus of the Quebec and Lake St. John Ry., to the mouth of the Nottaway river. It is also intended to extend the Ontario Government line—the Timiskaming and Northern Ontario Ry.—from its present terminus at Cochrane to Port Nelson, for which purpose a 10 mile strip of the territory recently given to Manitoba, with water frontage at Port Nelson, has been reserved to Ontario. This strip is now being selected by J. B. Tyrrell, who was at Port Nelson during the visit there of the Minister of Railways. (Sept. pg. 466.)

C.P.R. Orders for Rails and Fastenings.—During this year the C.P.R. has bought 185,300 tons of steel rails, which, with the fastenings, 14,347 tons, and the tie plates, 6,500 tons, make a total of 206,147 tons. These new rails are chiefly of Canadian make—being the output of the Sault Ste. Marie and the Sydney mills, but small quantities were necessarily bought in the United States. They are nearly all 85 lb. rails, and the average cost is \$33 a ton, the whole order aggregating about \$7,000,000. When laid, these rails will extend 1,440 miles—practically from Montreal half-way across the continent, or would reach from St. John, N.B., to within a few miles of Port Arthur. To carry them to where they will be needed would require 137 trains—averaging 50 cars to the train—and this line of trains would, if placed one after the other, extend for 50 miles. The new rails will be utilized in the various new lines and extensions of existing ones that the company is building, and in replacing old rails where needed, which in turn will be used for sidings or sent to the scrap heap.

The Union Terminals Co., Winnipeg, has built a dock track for the Lake Superior Shipping Co. there. This is the first track of the kind built in the prairie provinces, and it is expected that others will be added before long.

D. E. Brown and Macaulay, Ltd., have been appointed ticket agents for the Oregon-Washington Rd. and Navigation Co. at Vancouver, B.C. D. E. Brown was formerly General Superintendent, C.P. Trans-Pacific steamship service, there.

National Transcontinental Railway Construction.

The intention, it appears, is to have the steel laid complete from Cochrane, Ont., to Winnipeg this season. R. W. Leonard, Commissioner, is reported as stating that there is an 80 mile gap between these two points. While it is expected to have the steel laid by the end of the season, it is considered doubtful whether one line can be got into such a condition that it will be possible to operate grain carrying trains over it.

The yards at Transcona, Man., have a capacity of 5,000 cars, and this can be increased as occasion requires. The finishing touches are being put to the yards by the J. D. McArthur Co., which has the contract.

Tenders are under consideration for piping systems, pipe tunnels, pipe coverings and wiring ducts required for the car shop plant at the Transcona shops. (Sept., pg. 465.)

Grand Trunk Pacific Railway Construction.

A. W. Smithers, Chairman of the Board, G.T.R., and E. J. Chamberlin, President G.T.R. and G.T.R. Ry., returned to Montreal, Sept. 9, after a trip of inspection over the G.T. Pacific Ry. In an interview Mr. Smithers is reported to have said, that as representing the British investors he was entirely satisfied with the manner in which progress had been made. The great difficulty in connection with the construction was the scarcity of men. The contractors could find work for from 4,000 to 5,000 more than were available. There was ample construction equipment on the ground, and if the men were available there was no doubt that the line through to the coast could be completed by the end of 1913. He was confident, however, that trains would be running through from Montreal to Prince Rupert by the end of 1914.

E. J. Chamberlin is reported to have stated that the line was inspected to the track end at Tete Jaune Cache, and the construction work inspected for some distance beyond. West of Tete Jaune Cache to Fort George, there were 25 steam shovels, 40 locomotives and other necessary equipment in operation. The party then returned to Edmonton, and went to Vancouver via the C.P.R., and on to Prince Rupert by steamship, thence they proceeded by train to the end of steel, 176 miles east of Prince Rupert. The work was so far advanced that it was expected to have the track laid further east to Aldermere, early in December, and to Bulkeley summit before work would be closed down for the season.

Edmonton press dispatches state that the Canadian Stewart Co., Montreal, is preparing to sublet portions of the work on the hotel at Edmonton, which is estimated to cost \$1,500,000. The specifications call for 12,000 barrels of cement, 6,000 yards of sand, 10,000 yards of gravel, and 1,500,000 bricks.

Reports from Edmonton, Alta., state that the following sub-contractors are at work between Tete Jaune Cache and Fort George:—Carlton and Co., 25 miles; Griffin and Co., 43 miles; Spend and Co., 25 miles; Simmons and Co., 50 miles. These four contractors are operating 22 steam shovels. Thirty-two large and small steel bridges will be constructed between Resplendant and Fort George. After leaving Tete Jaune Cache the road will cross the Fraser river four times before reaching the fort. The first of these bridges is 47 miles below the present railhead. At the canyon, 65 miles

farther west, the survey crosses the river twice within a few miles, recrossing it at the canyon. There is also a bridge at Resplendant, making five spans over the Fraser river. A long bridge will cross the Shuswap river and one must be built over the Ghost river before trains are run into Fort George. Reports from Fort George state that a contract has been let for the clearing of 50 acres on the Nechaco river, Fort George, for yard purposes, and that work was started thereon, Sept. 5.

W. C. C. Mehan, General Superintendent at Prince Rupert, reports that all station buildings on the main line east of that city are completed as far as Van Arsdol. These are at Kaien, Phelan, Sock Eye, Tyee, Manu, Kwinitsa, Salvus, Exsrew, Shames, Amsbury, and Terrace, respectively. A 50,000 gallon permanent water tank has been located at Kwinitsa, at mileage 46, and one at Van Arsdol. New stations are in course of construction at Usk, Pitman, Hallwood and new water tanks at Nichol and Kitwanger. Stations are going up at all permanent sidings and water tanks wherever necessary. Station facilities will be complete to Hazelton shortly after the steel reaches that point. Permanent steel bridges are also complete at mileage 55, Kaitsik river, mileage 92, and Kitsumkalum river. Those still under construction are at mileage 60, Exchomsiks, mileage 87, and Zimquad river.

The Board of Railway Commissioners has authorized the opening of the line for traffic from mileage 100 to 164 east of Prince Rupert, and a later report states that owing to the low level of the water in the Skeena river, special permission has been given to operate trains as far as mileage 176, the Seeley gulch crossing. It is expected that the line will be completed into Haslemere early in October.

GRAND TRUNK PACIFIC RAILWAY BRANCH LINES.

The Board of Railway Commissioners has approved of revised location plans from mileage 12.71 to 18.48, and location plans from mileage 18.48 to 21.86, of the branch line from Harte to Brandon, Man.

The line from Regina to the International boundary near Portal, Sask., 134 miles, has been completed so far as the grading and building of structures is concerned. It was reported that 33 miles of steel had been laid to Aug. 30, and it is expected to have the whole mileage laid and ballasted by Dec. 1. At the International boundary the line will connect with a line of 22 miles, being built northerly from Niobe, N.D., by the Great Northern Ry. It is said that the G.T. Pacific Ry. trains will run through over the G.N. Ry. and its connections to Chicago, Ill., where the G.T.R. will take over the traffic.

The Board of Railway Commissioners has approved of location plans for the branch line from Regina to Moose Jaw, Sask., between mileage 40.01 and 47.74. The Mayor of Moose Jaw was advised by M. Donaldson, Vice President and General Manager, Sept. 3, that the right of way through Moose Jaw was being purchased, and when this had been arranged construction would be continued. The route has been approved by the Board of Railway Commissioners.

The Board of Railway Commissioners has authorized the opening for traffic of a further section of the Young-Prince Albert branch, between mileage 45.5 and 67. This extension carries the branch to Wakaw, Sask., and the remaining 57 miles are under construction.

Plans for the entrance of the branch line from Oban into Battleford, Sask., have been approved by the council. A yard is to be laid out, and the buildings will include a