

Grand Trunk Pacific Railway Construction.

Collingwood Schreiber, Dominion Government Consulting Engineer, started from Winnipeg, July 15, on his annual trip of inspection over the completed line of the G.T.P.R. and of the section of the main line, and the branch lines under construction. He went by rail to the end of track, and then proceeded along the right of way from Tete Jaune Cache by whatever mode of transport offered, to Van Arsdol, where the train service is available to Prince Rupert.

E. J. Chamberlin, President, returned to Montreal, July 15, after a trip to Winnipeg and some other points in the West. He said that while there was a shortage of labor the work through to the coast was being pushed forward. It was, however, questionable whether the line could be finished earlier than the end of 1914.

M. Donaldson, Vice President and General Manager, in an interview July 9, said the Mountain Division had been completed to the Fraser River, beyond Tete Jaune Cache, and supplies and material were being sent ahead by steamboats. This would greatly expedite construction, as heretofore all supplies for work had to be taken in over the tote road.

The Board of Railway Commissioners has authorized the opening of the line for traffic from Hinton, mileage 978 to Fitzhugh, mileage 1028. Beyond this point the contractors are operating construction trains, as far as Tete Jaune Cache, at mileage 1097.

From the western end of the line track has been laid to the Skeena River, the bridge across which was expected to be completed July 30. This bridge has a total length of 943 ft. 10 ins. between parapet walls, and consists of three 70 ft. deck plate girder spans, and three 240 ft. deck truss spans, resting on masonry. The base of rail is 112 ft. above high water level, 140 ft. above low water level, and 163 ft. to bottom of river. The main feature of the bridge is the two river piers which, owing to the depth of the water, had to be built with pneumatic caissons. These caissons were 41 by 89 ft., divided longitudinally into two working chambers. They were sunk to a depth of 177 ft. from base of rail, which gives a height for the concrete piers from foundations to seat of bridge of about 134 ft. Owing to the rapidity and depth of water at that place the 240 ft. truss span over the channel was erected without falsework.

From the eastern bank of the river, construction gangs are at work towards Fort George. The heaviest portion of the work is at Burns Lake, but it is not expected that this will be taken in hand until Jan., 1913, as it will not be possible to get the steam shovels and other plant in until track is laid.

At the terminals at Prince Rupert, Foley, Welch and Stewart have taken over the excavation contract let to Rich and Harris, and have sublet part of the work to A. McDougal and A. Rankin.

G.T.P.R. BRANCH LINES.

The Premier of Saskatchewan is reported to have informed President Chamberlin that the Provincial Government is prepared to make provision for the guaranteeing of bonds to provide adequate terminal accommodations for the company's lines at Saskatoon, Moose Jaw, and Swift Current, as well as for the completion of the terminals at Regina. Mr. Chamberlin is reported to have informed the Premier, June 27, that plans were being prepared to have the work at these places gone on with at once.

The question of the route by which the company's branch from Regina will enter Moose Jaw, Sask., is said to have been settled. The route, it is said, will be through the coulee north of the city, and the Crescent site selected by the Can-

adian Northern Ry. will be utilized as a joint station.

H. E. Bissell has been securing a right of way for the company's branch line from Yonge, into Prince Albert, Sask., and he is quoted as stating that tracks will be laid by the end of the year.

The Minister of Railways has approved a revised route map for about 11 miles of the Cutknife branch.

Location surveys are being made for the branch from Watrous to Swift Current, and press reports state that construction will be started at an early date.

We are officially advised that, while surveys have been made for a line from Watrous to Swift Current, Alta., the final location has not been settled, and no decision has been reached as to when construction will be started.

Track laying is being proceeded with on the branch from Biggar to Swalwell, where connection will be made with the branch from Tofield. This latter branch has been in operation for some time to Red Deer, mileage 83.5, and the Board of Railway Commissioners has authorized the running of trains from Red Deer to Trochu, at mileage 121.4. Track is reported to have been laid to Three Hills, about 10 miles north of Swalwell. It is further reported that grading will be completed into Calgary early in Aug., and that track will be laid by the end of the year.

The Minister of Railways has approved route map for the branch from Calgary to Coutts, Alta., of 46 miles. A Lethbridge dispatch, July 17, states that the contract for building this line has been let to J. D. McArthur, Winnipeg.

Track is reported to have been laid on the Albert coal branch, to 33 miles from Bickerdike, Alta., and it is expected to complete the remaining 25 miles this year. (July, pg. 341.)

National Transcontinental Railway Construction.

The Dominion Premier, prior to sailing for England, recently said the Dominion Government fully appreciated the importance of the port of Quebec and the necessity of pushing forward the development of the harbor, and the construction of the terminals for the N.T.R. to a completion as soon as possible.

The contractors for the building of a line, and the laying out of terminals at Cap Rouge, in connection with the Quebec Bridge, M. P. and J. T. Davis, have made considerable progress with their work, and it is expected that it will be sufficiently advanced to permit the operation of trains early in Sept.

Daily papers of July 9, contained an interview with M. J. O'Brien, railway contractor, of Renfrew, Ont., which reported him as stating that at points east of Cochrane, Ont., the contractors were altering the 0.4% gradient, called for by the contracts to something steeper, and telegrams from Cochrane stated that R. W. Leonard, Commissioner, N.T.R., had decided to increase the gradients from 0.4% westward and 0.6% eastward to 0.8% and in some cases to 1%, with the object of saving upon construction. The Department of Railways gave out an official denial of the report July 15, and the G.T. Pacific Construction Co., which is building one of the sections where the alteration was said to be going on, has also denied the report.

It was reported, July 10, that track had been laid to 156 miles east of Cochrane, and to 206 miles west of Cochrane. Grading is practically completed through to Superior Jct., and it is expected that the building of the bridges and the track-laying will be completed on the line easterly from Winnipeg to Cochrane, by the end of the year.

A station building, roundhouse, etc., has been completed at Hearst, at which

point the Algoma Central and Hudson Bay Ry. will cross on its way to Hudson Bay.

We are officially advised that contracts for the construction of station and other buildings, referred to on pg. 291 of our June issue, have been let as follows: P. Cauchon, Quebec; Thetford Contracting Co., Black Lake, Que.; Moncton Construction Co., Moncton, N.B.; G. Goodwin, Ottawa. The contract for the equipment of mechanical coaling plants at Moncton, Napadogan, Edmundston, N.B.; Grant, Colvert and Armstrong, Ont., has been let to Williams and Wilson, Ltd., Montreal.

An extensive forest fire, June 28, near Superior Jct., is reported to have caused damages to the amount of about \$100,000 to the ties and bridges on the line easterly. Five trestle bridges and thousands of ties waiting shipment are said to have been burned. (July, pg. 341.)

The Will of the Late James Osborne.

The will of the late James Osborne, General Superintendent, British Columbia Division, C.P.R., who died at Vancouver a short time ago, was probated at Toronto, July 16. It disposes of an estate of \$37,897.48. A Ross Osborne, the eldest son, receives the silver tea service presented by Winnipeg wholesale merchants when Mr. Osborne left there for St. John, N.B., some years ago. The balance of the estate is to be administered for the benefit of the widow and children until the youngest child is 21 years of age, when it is to be divided among Mrs. Osborne, the two sons and four daughters in equal shares of \$5,199.64 each. If Mrs. Osborne remarries she is to receive the income of only one half her share.

Following are extracts from the will:—"My desire is to preserve the family tie; that is that all members thereof shall be thoroughly loyal one to the other; that they shall be sober-minded, teetotalers, virtuous, good and truthful, all working together for the good of the family and mankind; that each member of the family shall treat the others like ladies and gentlemen, be kindly affectioned one to another, and be good and generous to their stepmother. I desire that a family home be maintained so long as there is necessity for it, and that the children be loyal to each other and to their stepmother. I should like my eldest son to take his place as the head of the family, and retain it by good conduct and attention to business and to the family, and to him I bequeath the silver tea service presented to me by the wholesale merchants of Winnipeg." It is also requested that the silver service be handed down from eldest son to eldest son, each having his name engraved on the tea kettle, so that it may remain in the family as a remembrance of the original recipient.

Development of the Railway Systems of the World.—The length of the railway lines at the end of 1909 (the latest figures available) are as follows: Europe, 329,691 kilometers; America, 513,824 kilometers; Asia, 99,436 kilometers; Africa, 33,481 kilometers; Australia, 30,316 kilometers, or a total of 1,006,748. The average cost of construction per kilometer of line is \$76,718 for Europe, and \$41,785 in other parts of the world. On this basis the European railways at the end of 1909 would have cost \$25,293,000,000, while the railways in other parts of the globe would have cost \$28,829,100,000.

W. F. Joly and J. P. Heffernan were each fined \$25 and costs, at Winnipeg recently, on a charge of conspiracy to obtain a situation from the C.P.R. by fraud. The former applied for a position of switchman, and being defective in sight and hearing, got the latter to personate him before the medical board when called on for examination.