

Temiskaming and Northern Ontario Ry.

The first report of the commission, recently issued, deals not only with the work done directly under the supervision of the commission, but reviews what was done under the Ontario Commissioner of Public Works prior to Aug., 1902. Having completed its organization, the commission considered the report of W. B. Russell, Chief Engineer, and after having obtained a special report from G. E. Mountain, C.E., Chief Engineer of the Canada Atlantic Ry., decided to adopt the eastern, which had been recommended by Mr. Russell, in preference to the western route, which was surveyed for the Nipissing and James Bay Ry., and upon which Mackenzie, Mann & Co. did some work in 1901-02. To reach a point 50 miles north of North Bay, the route selected is 56 miles long, and passes through a well-timbered country, with large areas of agricultural land, while the western line is 50 miles long, and passes through a rocky and barren area. The gradients are practically the same in each case, and there was only a difference of \$422 in favor of the western line, so far as the estimated cost of construction was concerned. Temporary arrangements were made with the Ontario Bank for financing the undertaking, and after a consultation with the Government it was decided to issue \$1,000,000 of 3½% temporary guaranteed debenture bonds payable on demand after July 1, preparatory to the issue of bonds secured on the line and the land set apart by the Government for the construction of the line. This course was adopted so that an act might be passed clearing up any doubt that might exist as to the construction to be placed upon the act of 1902, under which it might appear as if the bonds to be issued did not include the railway as a security along with the land grant.

At an early meeting the commission decided to cancel the contract entered into for clearing 20 miles of the grade as the contractor was not proceeding with the work at a satisfactory rate, paying the contractor for the work actually done at cost. The question of constructing the line without a contract was discussed, but it was finally decided that it would be the better course to let a contract, consequently tenders were asked for the construction of 110 miles of line, ties, rails and fastenings, as well as superstructures of any steel bridges, to be supplied by the commissioners. Twelve contractors submitted prices, which, on the work for which quantities had been estimated, worked out as follows: A. R. Macdonnell, \$1,464,600; Canadian Construction Co., \$1,514,450; Thos. McLaughlin, \$1,535,800; Barclay & McMartin, \$1,548,600; Fauquier Bros., \$1,590,550; Ross, Barry & Co., \$1,594,181; Deeman & Hazlewood, \$1,628,750; M. P. Davis, \$1,644,750; New Ontario Development and Construction Co.,

\$1,687,050; G. Goodwin, \$1,806,550; H. J. Beemer, \$1,822,600; J. J. Lyons, \$3,050,450. The contract was awarded to A. R. Macdonnell, whose prices for the work for which there were no estimated quantities, were: solid rock, wet, \$3.50; loose rock, wet, \$1.75; hard pan, wet, \$1.75; earth, wet, 75c.; masonry, 1st, \$15; masonry, 2nd, \$11; concrete, rubble, \$8; rip-rap, \$2.75; crib-filling, \$1.50; crib timbers, \$30. The contract entered into calls for the completion of 110 miles by Dec. 31, 1904, and for the completion of the first 60 miles by Dec. 31, 1903.

During the year approximately 200,000 ties will be required, 25,000 of which, it is expected, will be furnished by the contractor for the railway, and a contract was let to T. Wallace to supply the remaining 175,000 at 21c. each for cedar and hemlock, and 22c. each for tamarac. A contract for 8,200 tons of steel rails was let to the Algoma Steel Co. at \$32 a ton f.o.b., North Bay, but the contract was afterwards surrendered, and a contract plac-

ed with J. Cooper, of Montreal, at \$28.50 f.o.b. North Bay. Other contracts for spikes and fastenings have been entered into, and deliveries on all these contracts are to be made so that tracklaying can be commenced early in June.

Starting from North Bay, the preliminary survey showed that at a distance of 15 miles northward the country rose to an elevation of 1,290 ft. above sea level, or about 660 ft. above Lake Nipissing, and that in order to overcome that height with anything like easy gradients a route would have to be laid out easterly or westerly instead of direct north. For reasons already stated the easterly route, shown on the map on this page was adopted. At Trout lake the navigable waters of the Ottawa river are touched, and at mileage 71 the northeast arm of Lake Temagami is reached, and Lake Temiskaming is reached at mileage 110. This route gives a maximum gradient of 1.25%, or 66 ft. a mile going north, and 1.60%, or 52.80 ft. a mile coming

