

FINANCIAL KINGS

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August Belmont
C. M. Depew
H. M. Flagler
J. H. Gault
Jas. J. Hill
Edwin Hawley
J. K. Hooperman
J. H. Johnson
W. H. Moore
D. O. Mills
J. C. Mowbray
C. W. Morse
A. E. Orr
Oliver H. Payne
J. H. Patterson
D. G. Reid
J. D. Rockefeller
J. H. Rogers
Frank Taylor
Charles Steele
C. M. Schwab
J. H. Thompson
F. W. Vanderbilt
W. K. Vanderbilt
Henry Walters
J. H. Wadsworth
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Charles C. Dawes
Jas. B. Fergan
J. J. Mitchell
J. H. Nathan
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Oliver Ames
T. T. Coolidge
H. H. Johnson
Nat. Thayer
Thos. Dolan
J. H. Widener
E. H. Gary
Samuel Rice
J. H. Converse
J. H. May
E. B. Morris

R FINDS A HAVEN.

**"Because He Is Not
a 'Horned Devil.'"**

March 27.—John D. Rockefeller and his wife, Mrs. Augustus, arrived in New York last night. He is expected to stay here next season. The treatment here is the best. He is pleased the oil king. Mr. Rockefeller's secretary, "He has not been a horned devil, but as a gentleman."

er will leave Auguste
chmond, Va., where he
will go to Hot Springs
nith or six weeks, and
will proceed to New
Rockefeller's party secur-
on one of the regula-
the Atlantic Coast Line.
Rockefeller, little Miss
rick and Private Sec-
Hafner will be in the
ment among the mem-
rs. Rockefeller has been
here are Mayor John
John J. Crin-
York; William B. McDon-
ork; John J. Oliver-
Robert Lincoln and

ENTS ESCAPE FIRE

thing.—No Escape Lads
se They Aid Elopers.
March 27.—Forest Park
private school for young
an enrollment of 300
d by fire today. St
essors escaped. Th
all their belongings i
to get out. The build
so

at, Mrs. Anna Snee, in past years been a part a number of times of the building commission university building with fire escapes. Each successfully defended her of the installation of fire unique grounds that fire aid in possible elor

fire was raging a r
ashed up bearing Fr
a student of Washin
, and a son of Jacob
president of the N
Commerce. He ma
ot to save the trunk
s who had telephoned

t of Express Parcel.
March 28.—Yesterday
left was committed at t
when a parcel containi
the dollar bills was stol
Canadian Express compa
the agent was engaged
duties upon the arriv
in. Wright received t
the messenger in the tr
ned for it placed it on
attended to the othe
left it for but a minute
of made good his escap

March 27.—The Gr
office here was ente
ight and the safe dy
e explosion failed
The burglars got

Committed Suicide.
Mo., March 28.—W.
her adjutant general
committed suicide today
the state hospital for

R. Stocks Rise.
Mar. 28—The C. P.
at 150, went to 154
the afternoon trading
Soo sold at 107 1-2,
which was equiva

The current year will be marked by occurrences of more than ordinary interest in the matter of railway construction in the Northwest. The mileage put under operation is large, but among the lines which will be completed will be several of much importance. The direct line from Canadian Pacific from Winnipeg to Edmonton will be finished, and will be opened in the near future. This is the new main line of the Grand Trunk Pacific to the same city. The former will have, as a result of this, a branch line to the same destination. A portion of this through line to Edmonton, although the two tracks will be at some points, will be a double track line, the old Northwestern line, running through Yorkton and Shebo to Langran, which will be the most direct line to the coast. The new line, the pleasant Langlin branch, the two uniting at Langlin station. There will thus be a double track line from Winnipeg to Edmonton, and a double track line from Winnipeg and Edmonton, with a partial double track on one of the two. To match this great development, the Canadian Pacific is rapidly increasing traffic, the doubling of the Canadian Pacific from Yorkton to Edmonton, and the doubling brought to a successful termination. Four powerful corporations will unite to make the very magnificent line to the coast, the Canadian Pacific, the Grand Trunk Pacific, the Canadian Northern and the Great West. The latter of the enterprise, the workers of the latter company will however, be confined to the completion of the line from Winnipeg to Yorkton. By no new mileage will be constructed

built up amounting to 23 miles. Further west in southeastern Saskatchewan the line from Weyburn to Regina was brought to completion. The distance between these two lines is 42 miles. The purpose of the company in connection with this line was to facilitate getting the grain from the Soo line eastward to the city of Winnipeg. The line will be built in three grades, which are found on the line running east from Estevan. All the wheat from the Soo line will be sent by the new line to Winnipeg and fall.

In Northern Saskatchewan

In Northern Saskatchewan, work will be done on the line, extension and this line will be built into Langdon. From Asquith west, the line will be built to a distance of two hundred miles, until connection is effected with the line running east from Weyburn. The completion of this line will afford the direct connection with the city of Edmonton. Grain from the north will be shipped over this line, instead being forwarded over the longer route via Regina.

Stations will be laid on the line running west from Moose Jaw. During last season this line was completed to a distance of 100 miles. The cost of the company that this year an additional fifty miles will be completed. Grade revision work will be done at Medicine Hat, the work as far as Swift Current having been completed. The line will be sent to the task of replacing the westerly

remains to be done. The line into Russell was completed during the month of January, and this branch is now being worked by the construction department. Twenty-five miles of new track were laid, the road being extended from Rosebush, and a new siding was added at the same place. The plan of the company contemplates the extension of this line to the westward, and it is believed that work on the extension will be done this season.

The steel on the line to Hudson has been laid for a few miles during the year. During 1907 the track was laid into Pas mission 80 miles, and the line was extended a portion of the line the surface grading and ballasting gangs will be employed. The work of track grading and ballasting is still to be done, and it may occupy a force of men for a considerable time.

On the other branches grading has been done during 1907, but no steel has been laid. The coming summer will be devoted to the laying of steel on the line to Saskatoon, and the directors of Goose Lake and the great tract of wheat bearing land in that vicinity are anxious to have the road completed for a distance of twenty-five miles. This steel will be laid, and the work on the line to Regina will be completed. It is regarded as a certainty during the coming season.

On the line running northwest track was laid last year, and there were seventeen miles under operation.

On the line from Regina to Prince Albert it will be necessary to do much work in the way of betterment. The line now in operation was in one place to a length of eight and one-half miles. This dump is now ready for work.

The entire new work of the C.N.R. during last season amounted to \$70,000,000 and it is estimated that the same amount may be undertaken this year. In any case, there is an immense amount to be done in the way of betterment of the lines and the completion of the lines which were originated last year.

Trunk line traffic.

On the Grand Trunk Pacific steel will be laid between Winnipeg and Portage for a distance of about forty miles. The line will be laid between these two points. The gap in the track will be between the present western terminus of the track in the west and the eastern terminus of the portion of the line running east from Saskatoon will be at Portage. The line will run from Winnipeg to Saskatoon over which ballasting trains can be operated at once. All of this work will be done during the coming year.

The track work on the Battle river bridge cannot, however, be well begun until the time of rail reaches the site. The bridge is to be of the design of two hundred and four miles, three to four months will be required to construct the permanent bridge across the river. Should it appear that view of the length of time required for the construction of the bridge, the temporary bridge will be completed into the winter. In the near, the track laying machines will be used to lay the track. The work will push on the track laying from the Clover Bar bridge eastward to Edmonton and West.

One of Grand Trunk Pacific's men from Edmonton will be sent to work under the direction of Foley Walsh and Stewart, the contractor in charge of the bridge. At a distance of 126 miles, the same contractors will build the dump for the bridge. The dump will be at Edmonton to the big bridge at Clover Bar. Large forces of men will be engaged with the usual working in bridge building. The work will be done on the coast Foley, Walsh and Stewart will also probably be engaged. The work will be done in the spring to a point one hundred miles distant.

This section is an interesting one, and it is to be hoped that the

ental and Foley Bros. and Larsen will probably complete the construction of a line two hundred miles long from the mouth of the Mackenzie to a northwesterly direction to the main line of the National Transcontinental railway, 1,000 miles. The completion of the work of the contract of J. J. McArthur at the present time, and during the summer there will be about 1,000 miles.

On the Great Northern.

On the Great Northern, construction is being pushed forward, and carried on last season in Manitoba on the lines running from Neche, N.D., to Portage, from Portage to Winnipeg, and from Winnipeg to Brandon, N.D. No announcement has as yet been made regarding any new work to be carried on this summer in the province this year. The total mileage so far constructed amounts to 150 miles, from Neche, N.D., to Portage, N.D., Wadhwa to Morden, 100 miles, St. John to Brandon 73 miles.

In the far west, the Great Northern has been extended to the mouth of the southern British Columbia, and is now operating a train to Keremeos, B.C., and is also operating a train along the banks of the Similkameen river this season, and the Canadian coast of the coast will without doubt be eventually reached by this route.

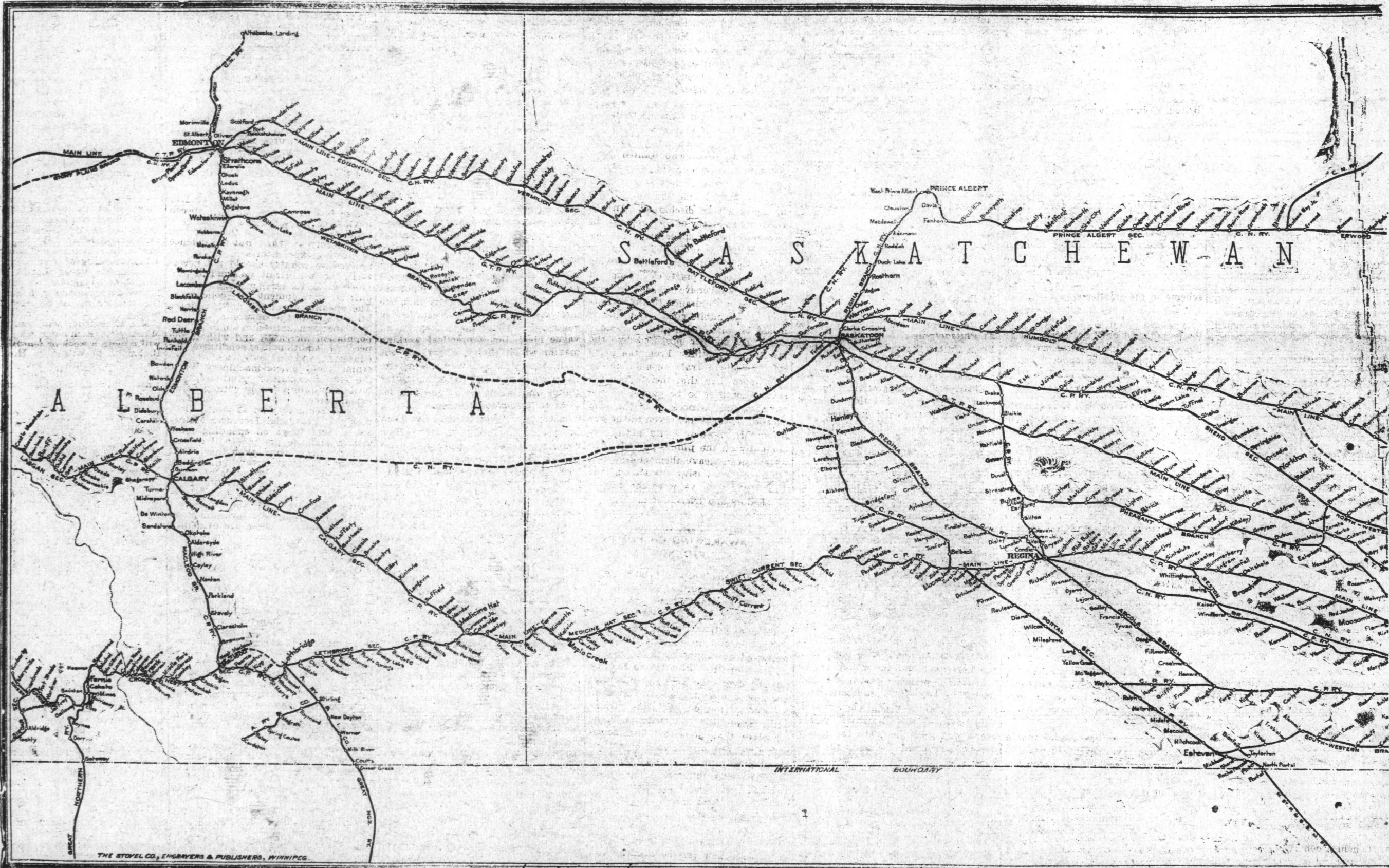
SUMMARY OF WORK.

The following summary will indicate briefly the railway construction of 418 miles in all, of which one-half mile be said to be fully complete and the remainder in various stages of completion with a large proportion of the work finished.

The following summary of the Stone-

- as much work will be done this year as last and suggest the following as a probable list of the undertakings of the company:
1. The completion of work on the Brandon-Regina branch.
2. The completion of the extension of the line from Rosebush to Russell and the possible extension of the line to the northwest in accordance with the plans of the company as already outlined.
3. Ballasting of the line to the Pasquia division.
4. Track-laying in the direction of the Hudson Bay, in the direction of Moose Lake and the possible extension of the line.
5. Track-laying in the line running from Delmancy on the main line to Cochrane.
6. Track-laying and further grading on the Oak Point line, about fifteen miles.
7. Track-laying and ballasting on the Oakland extension, along the western side of Lake Manitoba.
8. The completion of the line to the G. T. P. at Port Arthur, on the International
1. The completion of the line from Portage to Winnipeg, fifty-five miles.
2. The completion of the line between Portage and Saskatoon.
3. Grading and track-laying all the way from Saskatoon to Edmonton.
4. The completion of the line of about a hundred miles to the west of Edmonton on the contract of Foley, Wulfa & Dixon.
5. Grading operations on the line for one hundred miles eastward from Prince Rupert to the contract of Foley, Wulfa & Dixon.
6. The completion by the G. T. P. of the line from Port Arthur to the point

THE CALCULATION OF THE STRESS



with the exception of that which will be carried forward in the far west.

The larger sums of money will be expended in the construction of the Grand Trunk Pacific, both of which will be engaged in very important enterprises.

Canadian Pacific.

In the undertakings of the former corporations are embraced from a dozen separate contracts, to be carried forward on the Montreal to Fort William, where the close of the line will be made, to double tracking. About one half the track on this new line has been laid, and the rock work is pretty well completed. The line is to be built between Winnipeg and Lake Umbagog, a distance of 418 miles, and the work remaining to be done consists of making the large falls of the line.

To the north of Winnipeg, a Stillman branch will extend through the timbered country, which will eventually become an important dairy and agricultural district. Two hundred miles of this line will be brought in Winnipeg in the line next winter.

In southeastern Saskatchewan, a line to the Hudson Bay station will be completed, the distance remaining

bridges with steel structures is well undertaken. The piers and arches of these structures will be built of concrete. The concrete piers will be built. Similar bridge work will be done on the old Columbia and Western line in southern British Columbia. The Canadian Pacific system, all over British Columbia, will be replaced with steel and concrete. Work will be done on the old Canadian Pacific line, which is to be one of the most important structures of its kind in the world.

Canadian Northern.

No announcement has as yet been made by the Canadian Northern Railway company as to the work that that company this year. Even if new contracts should be entered into, a large force of men would still be required to build the new structures, which remains to be done. The new lines were constructed by the company, which must be proved. The line from Brandon to Regina was completed in the fall of 1911. The company is now engaged by the construction department, ballasting operations will be carried forward on this line throughout the winter. The company is now engaged by the construction department, ballasting operations will be carried forward on this line throughout the winter. The company is now engaged by the construction department, ballasting operations will be carried forward on this line throughout the winter.

The larger of the above maps is a map of the Duluth area, showing the Duluth and Iron Range Railway line. The map includes Lake Superior, Lake Superior, Duluth, and various islands and points. The railway line is shown running from Duluth towards the north and east. Key locations marked include Duluth, Lake Superior, Duluth, and various islands and points. The map is titled 'Duluth and Iron Range Railway'.

The map shows a proposed railway line starting from Saskatoon and heading north. It crosses the Battle River, Assiniboine River, and Souris River. The line is labeled 'Saskatoon to Battle River bridge'. Other features include the Canadian Pacific railway and the Northern railway. The map also shows the Saskatchewan boundary and the Battle River bridge.

shows the railway construction to be carried out by the Canadian Pacific railway, the route of the Northern railway. The smaller map shows the route of the proposed line from Saskatoon to the Battle River bridge.

for earth work and very little time will be required for its completion. Large forces of men are now engaged in the track-laying west of the Touchwood hills.

From Saskatoon to Edmonton.

Officials of the company, since there is no reason to doubt that the line will be completed between Saskatoon and Edmonton during the current year. The great impediment in the way of its completion is the construction of the Battle River bridge. Were it not for this bridge, there could be no doubt regarding the construction of the completed line, since one hundred and fifty days will pass

out this year between the western border of the Canadian Northern railway, the Gulf Coast and the railway construction plans for the future.

The first section of the line was completed in 1908, and it is along the shore of the ocean and the shore of the lake. Sixty miles of the line has been built, and the work can reach the point of operation any time. Much of the work done has been cutting along the shore of the ocean and the river, but expected that the work involved could be completed in a comparatively short time. The value of the contract understood to be in the neighborhood of \$7,000,000.

The city of J. D. McArthur has engaged in the completion of the contract for the construction of the line of the National Transcontinental

brance. To Leechbridge river, thirty miles.

3. The connection of Weyburn Slaughter. The grade was built and the steel will be laid this year.

4. The completion of the line Wolsely to Roston. The grade commencing at Roston, thirty miles, will be laid this year.

5. The Shoho extension. The seven miles into Lathlan.

6. The extension of the line from the tance to be completed is 186 miles part of which the grading has been completed. The extension commencing between Winnipeg and Edmonton.

7. The Moose Jaw extension. The work will be continued this year. The extension to be completed is thirty miles. Fifty miles of additional track are promised for this year.

8. Grading revision work, west of the Curlew section in the Curlew section. Also the Field hill grading work.

The Leechbridge bridge now replacing of old bridges with structures on the Pacific division in southern British Columbia.

The work on the Canadian Northern has not yet been officially opened. Local representatives of the

2. The continuance by J. D. McArthur of the late firm of McArthur, the termination of his contract. On this line alone it is expected that at least eight thousand men will be employed during the season.

3. Work on the terminals in and about Winnipeg.

4. On the Great Northern.

1. The extension of the Spokane and Marquette Grand Forks and Troyville line westward toward Winnipeg.

The total cost of this railway construction is estimated to be \$10,000,000, which will be in excess of forty million dollars of this great sum about twenty million dollars will be expended by the Canadian Pacific, and the balance will be more by the Grand Trunk Pacific.

The number of men required will be very large, but it is believed that the Government will be in the foreground than has been the case for number of years. The following figures from the Lake Superior Journal may indicate the progress of the work on the Grand Trunk Pacific and the National Transcontinental up to the close of the season.

On Eastern Division—

1. The total number of miles on the

Continued on page six.

Continued on page six.