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The Official Organ of
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The Canadian Roadmasters Association.

THE RAILWAY & SHIPPING WORLD CO., PUBLISHERS,
33 MELINDA STREET, TORONTO, CANADA.
Bell Telephone, 8201.

SUBSCRIPTION PRICE, postage prepaid, to Canada &
the United States, \$1 a year; to Great Britain & other
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The best & safest way to remit is by express or post office
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ADVERTISING RATES furnished on application to the
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TORONTO, CANADA, MAY, 1899.

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Rockies is reached at a distance of 105 miles,
which is passed at an elevation of 4,434 ft. Summit
Lake is next reached, only a few hundred feet from
Crow's Nest Lake, but the latter is drained to the east
by the Old Man River, & Summit Lake is drained to the
westward by Michel Creek.

By the contract with the Government 100
miles were to be finished by January 1st, 1898.
They were finished Dec. 13, 1897. There being
no wagon road west of Crow's Nest Lake, it was
necessary for the Co. to have one. It was started
in July, 1897, from Crow's Nest Lake, & from Kuska-
nook in Sept., these met on Moyie Lake in Nov. Over
200 miles of wagon road were built in 4 months.
The location being nearly all complete to Kootenay
Flats, contractors were put in all along the line
from Crow's Nest Lake to Kuskanook by Jan. 1, 1898.
Storehouses were built on an average of 25 miles
apart in the mountain divisions. Supplies were
rushed in from MacLeod and from Nelson to Kuska-
nook, & in the centre from Jennings, Mont',
by Kootenay River to Wardner. Mail service
was established along the line, and by Feb. between
6,000 & 7,000 men were employed on the line.

On leaving the summit the grade begins to
fall steadily, heavy rock cuts and fills are very
numerous here, at 4½ miles from the summit
the line enters the loop. A long narrow hill
juts out from the side hill, which is between
the main fork and south fork of Michel Creek.
A tunnel was located here, which was to have
been 1,100 ft. long, but this had to be aban-
doned. The construction of the tunnel was
first started at the east end, & about 40 ft. had
been taken out when the whole side hill began
to cave in, and the casing of the tunnel
began to sink; this will finally be made an
open cut. Location was then made down the
north side of Michel Creek, but this was im-
possible unless a greater grade be used. The
location was then started at the eastern end
of the tunnel, down along the side hill, heavy
gumbo cuts & fills & sharp curves of 10° & 12°
being mostly used till the nose of the hill is
reached, which is about 1½ miles from the
abandoned tunnel. The line turns on a 20°
curve around the nose of the hill, coming out
of a 40 ft. gumbo cut on to a trestle 55 ft.
high, which is also a part of the curve; special
permission had to be given here for the 20°
curve, as no greater than 12° is allowed.
The reason the trestle was erected here was
that the dump could not be made owing to the
steep side hill, & the material would slide
down the side hill to the dump below.

On rounding this curve the line follows up
the east side of the south fork of the Michel
Creek for 3 miles; sharp curves & heavy cuts
& fills are numerous. At the end of the loop
the line turns on a 10° curve, crosses the
south fork of the Michel Creek, & follows
down the west bank of the creek; sharp
curves & heavy gumbo cuts are very numer-
ous here. The grade is still dropping stead-
ily. The south fork is again crossed, & the
line follows down the east bank of the creek,
& comes out of the loop at the bottom of the
hill it went in on, some 350 ft. below. The
track laying machine had great difficulty here
in laying the rails, as the soft gumbo dumps
kept sinking, & the machine was derailed
every few hundred feet. The line follows
down the main creek to Elk River. The main
Michel Creek is crossed with a single span
150 ft. long. The line follows down Elk
River to Coal Creek (140 miles from Leth-
bridge). Here is situated Fernie, which is a
divisional point, a branch 4 miles long has
been built up Coal Creek to the coal mines.
The grade of the latter runs as high as 3%.

Coal Creek is crossed with 160 ft. span,
the line follows down the east side of Elk River
for 17 miles, & crosses at a distance of 157
miles. The first location line that was run
kept along the east side hill of the river, &

crossed 3 miles below the present crossing; this
location necessitated 2 tunnels, 1 on each side
of the crossing, & after crossing the line kept
4-6 miles south of the present line. On cross-
ing the river a 78,000 cubic ft. gravel cut is
the first heavy work encountered, & a 945 ft.
trestle on a 4° curve. Heavy rock and earth
cuts are met with, & heavy fills. Rock Creek
is crossed with a high trestle, & Sand Creek
with 100 ft. span. Heavy earth cuts & fills
are encountered every few hundred feet.
Kootenay River is next reached; the line fol-
lows along the east bank for 13 miles; heavy
earth & rock cuts with 2 trestles, one 110 ft.
standard, & 70 ft. trestles, till Kootenay River
crossing is reached. This bridge consists of
4 spans & a 180 ft. steel arch swing. Before
the rails reached this bridge piles were driven,
& temporary bents put in place; & the stringers
were run across, & all was in readiness for
steel swing. The steel swing was brought
along on the construction train, & put up in
11 days. The 1st train crossed the Kootenay
bridge July 29, 1898.

From Wardner west to Kuskanook the
dump was all completed but 12 miles on Aug.
15, 1898, a distance of 112 miles. Kootenay
River crossing is one of the lowest points on
the line, having an elevation of 2,400 ft. On
the west side of the crossing there are heavy
rock cuts & fills. Wardner is reached, which
is 188 miles from Lethbridge. The line fol-
lows up the west bank of the Kootenay River
for 6 miles, with a rising grade. The work
to the Isidor Canyon is alternately light &
heavy. The work in the canyon is very heavy.
Rock cuts & heavy fills; there are also a
large number of sharp curves. The grade is
still rising till the summit of the canyon is
reached, here heavy rock cuts are again en-
countered, with heavy fills. The grade be-
gins to drop till Cranbrook is reached; this is
the next divisional point, a distance of 210
miles.

From here there is a branch located to the
North Star Mine; this branch runs north, &
crosses the St. Mary's River at the St. Eugene
Indian Mission, which is 5 miles north from
Fort Steele, & then runs in a north-westerly
direction to the North Star hill. This will tap
the west part of the Fort Steele mining dis-
trict. From Cranbrook to Moyie is down
grade, & the work heavy. Palmer's Bar
Creek is crossed with trestle on a 4° curve.
Moyie River is crossed with a single span.
Heavy rock & earth cuts are now encountered
till Moyie Lake is reached; this lake is 10
miles long, & the narrows between is 1 mile
long. The grade along this lake is level
at 3,000 ft. A tunnel 650 ft. long in solid
rock on the East Lake was the heaviest piece
of work. Two tracks were laid with a switch
at the outer end. Horse cars side dumping
were used to draw the blasted rock out.
Work was started from both ends, so that the
construction was done in remarkably quick
time. The rock cuts are very heavy along
this lake, very little of which was needed for
fills. The grade is only 14 ft. above the level
of the lake at low water, & 6 ft. at high water.

The line now follows down the Moyie River
for about 22 miles. A great deal of piling was
done on this section, as there were numerous
marshy meadows. Irishman's Creek is crossed
with a single span. The work is not very
heavy till about 5 miles from Goat River
Summit, where the grade begins to rise. Very
heavy cuts & fills are encountered; the line
follows along the north side hill, & swings
around in a north-westerly direction, leaves
the valley of the Moyie & follows up Summit
Creek to Summit Meadow, the elevation of
which is 2,860 ft. The line follows down the
centre of the meadow, & it was necessary to
pile the greater part of this. The line now
follows Kid Creek, the grade begins to fall, &
work becomes very heavy, & sharp crosses
have to be used in great numbers. The line
keeps to the west side of Kid Creek. A mile