

National Transcontinental Railway Construction.

The Dominion Parliament, at its recent session, voted \$19,000,000 on account of the construction of this railway from Moncton, N.B., to Winnipeg, Man. In reporting on the state of construction the Minister of Railways stated that on District A the 256 mile section from Moncton to the New Brunswick-Quebec boundary, the line is completed, with the exception of the painting of some of the bridges. On District B 509 miles of grading has been done, leaving about 10% to be finished; track has been laid for 500 miles, and 74 miles of sidings have been laid; 357 miles of telegraph lines have been strung, and a few of the bridges require painting. On District C.D., which extends from 204 miles east to 208 miles west of Cochrane, Ont., 395 miles of grading have been finished; track has been laid for 391 miles, and 82 miles of sidings have been put in; 240 miles of telegraph lines have been strung, and the bridge work is 42% completed on the C. portion of the section, and 98% on the D. portion. On District E, 195 miles, grading and track laying has been nearly completed; 17 miles of sidings have been laid, 18 miles of telegraph lines strung, and 25% of the bridge work is done. On District F, 376 miles, extending to Water St., Winnipeg, grading is fully completed and track laid, including six miles of second track from Transcona to Winnipeg and 132 miles of sidings and yards; 304 miles of telegraph lines have been strung, and the bridge work is 93% completed. The amount expended on the work to Dec. 31, 1912, was \$127,219,863, and it is estimated that \$34,087,937 will be required to complete the work. It is expected to have the track all laid, and the line completed easterly into Cochrane this year, and into Quebec early in 1914. It is hoped to have the car ferry in operation between Levis and Quebec by that time.

The time limit for the completion of the car ferry at Levis, Que., is May, 1914, and if this is observed it is expected to have the line in operation from Moncton to Winnipeg by the end of the summer of 1914. The Quebec City Council was informed, June 13, that the contract for the terminal station and the workshops at Quebec was being prepared, and would be submitted for signature as soon as ready. This matter has been under discussion for a considerable time, and several inspections of the sites have been made by the Commission's engineers in company with the representatives of the G.T.R. and the city council. The Minister of Railways, during the discussion of the matter in the House of Commons, May 29, said the Champlain Market St., would be retained, where a small station would be put up. The Harbor Commissioners had agreed to run a line to connect that with the St. Charles River. The main points as to the terminals proper had been agreed upon. Until the traffic warranted the building of a tunnel under the city from Wolfe's Cove, it is proposed to run over the C.P.R., and have a union station. In regard to the shops it had been arranged to locate them at St. Malo.

It is expected that the 30 miles necessary to complete the line easterly from Winnipeg to Cochrane, Ont., will be completed in September, when a train service will be put on. At Cochrane the traffic will be taken over by the G.T.R., which has running rights over the Timiskaming and Northern Ontario Ry., and thence will be carried over its own line from Nipissing Jct. to Toronto, Montreal and other ports. The through train service from Winnipeg to Fort William was inaugurated June 6.

The first section of the journey is over the N.T.R. to Superior Jct., and the second over the G.T. Pacific Ry. line from Superior Jct. to Fort William. (June, pg. 277.)

Grand Trunk Pacific Railway Construction.

The Dominion Parliament has passed an act authorizing an advance from the Consolidated Fund not exceeding \$15,000,000 to assist the company in completing the line from Winnipeg to Prince Rupert; such advance to be repayable with 4% interest by July 1, 1913, and to be secured by debentures charged upon the company's property and ranking next after the securities issued under chap. 100 of the Acts of 1906, and to be guaranteed by the G.T.R. The Act also provides that the \$15,000,000 is in addition to any sums now remaining unborrowed and negotiable of the loans heretofore authorized.

The Minister of Finance, in explaining the proposals, said the object was to provide funds to complete the line so far as the proceeds of the funds already provided were insufficient. "The cost of construction of the prairie section up to April 30, as estimated by the chief engineer, was \$35,438,230.31. To meet this estimated outlay there has been available, from the three sources mentioned, \$30,737,409.21, leaving a balance of \$4,700,821.10 on the prairie section, plus some additions for trestle work, \$2,700,000; for additions including building additional elevator tracks and extending some of those already built, constructing new stations, section houses, tank houses, etc., of \$3,600,000, making a total of \$10,230,821 required to complete the prairie section. Then on the mountain section the estimated cost, which will be exceeded according to the latest available estimates of the Chief Engineer, is \$61,509,600. Call this \$70,000,000. Of this 25% is to be furnished by the G.T.P. This amounts to \$17,500,000. The proceeds of the series B bonds were \$9,000,000. This leaves a balance to be furnished from other sources—including this loan which affords \$15,000,000—of \$8,500,000. So, according to this estimate an additional \$10,000,000 is required to complete and fully equip the prairie section, and a balance of \$8,000,000 to complete the mountain section, making a total of \$18,000,000. This will be exceeded, so call it \$20,000,000. We are providing \$15,000,000, which will be available pro tanto for the work."

Collingwood Schreiber, C.M.G., returned to Vancouver, May 22, from an inspection of the line easterly from Prince Rupert, B.C., and subsequently inspected the construction in progress westerly as far as Fort George. He reports that the grading easterly has been completed to Bulkeley Summit, and it is expected to have track laid to that point by Sept. 1. A considerable amount of grading has been done east of Bulkeley Summit towards Fort George, 160 miles distant. Work is well advanced from the present rail head, 60 miles west of Tete Jaune towards Fort George, 100 miles further west, and it is expected to have the track laid to that point by the end of the year. It is expected to be able to drive the last spike early in the summer of 1914, at a point between Fort George and Fraser Lake, B.C. (June, pg. 277.)

The Master Boiler Makers' Association's annual convention was held at Chicago, Ill., May 26 to 29. The subjects which came up for discussion covered practically the whole ground which comes within the purview of master boiler makers in connection with the design and manufacture of locomotive boilers.

The Toronto Viaduct Proposition.

The Dominion Parliament has passed the Toronto Viaduct Act, which authorizes the G.T.R., the C.P.R., and the Toronto Harbor Commissioners, or any of them, in addition to their respective powers under the Railway Act, to expropriate for the purposes of the Toronto viaduct and works connected therewith or incidental thereto, any lands in Toronto covered by water within the district south of the existing C.P.R. right of way, from Yonge St. to the prolongation southerly of Berkeley St., and thence south of the G.T.R. right of way to Cherry St., and extending out to Windmill lane, and also a strip not exceeding 150 ft. wide immediately south of Windmill lane from the prolongation of Parliament St. to Cherry St.

The Minister of Railways in explaining the necessity for the passing of this act said the Board of Railway Commissioners' first order was for a four track viaduct, but it was found that this would not be sufficient for the traffic. The matter was reconsidered, and it was determined to build a six track viaduct. The act gives authority to the railways interested and the city of Toronto to expropriate between the existing tracks and the water. The Toronto Harbor Commissioners were in favor of the proposition in order to facilitate the development of the harbor.

Quebec Bridge Construction.

Three million dollars were voted by the Dominion Parliament at its recent session on account of the construction of the bridge across the St. Lawrence River at Cap Rouge, near Quebec. The Minister of Railways informed the House of Commons that up to the close of the construction season of 1912, there had been laid 63,792 cubic yards out of 105,000 cubic yards of masonry in the substructure. The north abutment and north outer pier are finished; south main pier about 50% done; north main pier about 75% done; north anchor pier about 50% done; south anchor pier about 10% done. He expects that the work will be completed by the end of this year. In connection with the superstructure he said:—The contractors have during the past year completed a new plant at Rockfield, Que., and they have turned out a large quantity of material. This plant has been in operation since the first of this year and about 1,500 tons of the members of the bridge have been fabricated, and part of the material has been sent to the bridge site. Steel for the false work, crane, etc., is being shipped to the site. Ten thousand tons of steel have been ordered from the mills at Pittsburgh, and of this, 6,200 tons have been delivered at the shops at Rockfield and 2,000 tons of the same have been manufactured. The contractors are putting in the concrete foundations for the false work for the approach span, and for the crane runways on the north side, and are erecting false work on the south side. The steel for the anchorage has been completed. The crane runways in the unloading yards are about ready for operation. Regular shipments of steel to the site will be commenced shortly. The amount paid so far to the contractors for the superstructure is \$471,495.26.

Examinations in connection with the three scholarships covering four years' free tuition in the Faculty of Applied Science at McGill University, offered by the G.T.R. to apprentices and other employees under 21, and to sons of employees, were held during June.