

National Transcontinental Railway Construction

F. P. Gutelius, M. Can. Soc. C.E., and G. L. Staunton, K.C., the commissioners appointed to investigate the construction of the N.T.R., will leave Ottawa shortly to begin their investigations on the line. They have been looking over the plans and specifications and examining the contracts and reports upon which payments for work were made, in order to familiarize themselves with the position of the work. The principal object of the investigation is to determine the causes of the discrepancies between the original estimates and the actual cost of the work. It is expected that the investigation along the line from Moncton to Winnipeg will last about three months.

The section of the line from Moncton, N.B., to the southern end of the Quebec bridge is reported to be ready to be taken over from the contractors, as also is the section of the line from just outside Quebec westerly for about 350 miles. The sections of the line, the construction on which is being proceeded with east and west from Cochrane, Ont., are well advanced. Steel is reported to have been laid easterly from Cochrane to Peter Brown Creek, 150 miles. Track was laid to mileage 1197.45 from Moncton, on Division C, that is to about 37 miles east of the west end of Division C, which lies west of Cochrane. Work on the various sections of the line on which grading has not been completed was carried on where possible during the winter, and the construction camps are now filling up with men preparatory to starting up the regular season's operations.

The first locomotive to be taken into the shops at Transcona, Man., was run in Mar. 25, although the shops are not yet fully equipped for work. Good progress is being made by Harvey, Quinlan and Robinson with the erection of the car shops, and the J. D. McArthur Co. has a large force of men on laying out the yard tracks. The coal chute erected by the J. McDiarmid Co., has been completed. Tenders are under consideration for a diversion of the sewer on Verandrye and Archibald streets, necessitated by the layout of the yards, etc.

The following have been given as the levels of the line in western Quebec by K. Weatherbone, assistant engineer of District C:—Lake Abitibi, high water level, 870 ft.; Whitefish River, water level, 870 ft.; Lois River, 915 ft.; Kakmoonan River, water level, 994 ft.; Robertson Lake, water level, 1,004 ft.; branch of Nawapitechin River, water level, 978 ft.; Molesworth Lake, water level, 1,003 ft.; Spirit Lake, water level, 1,036 ft.; Harricanaw River, water level, 971 ft.; Peter Brown creek, water level, 1,003 ft.; Nataganan River, water level, 1,000 ft.; Coffee River, water level, 1,007 ft.; Bell River, water level, 994 ft.; Migiskan River, west crossing, water level, 1,071 ft.; Sunday Brook, water level, 1,092 ft.; Crooked Creek, water level, 1,123 ft.; Migiskan River, east crossing, water level, 1,158 ft.; Canon Creek, water level, 1,139 ft.; Atik River at outlet from Atik Lake, water level, 1,277 ft.; Durant Lake, water level, 1,327 ft.; Steele Lake, water level, 1,353 ft.; Kekek River, water level, 1,364 ft.; Hamilton Lake, water level, 1,427 ft.; Susie River, 1,394 ft. (April, pg. 180.)

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Main Line.—The plans for the proposed yards between Namayo St. and Kinistus Ave., Edmonton, involve the crossing of the latter. The company desires to cross at the level, but the city council, April 10, passed a resolution

calling upon the company to put in a subway.

It has been decided that the new union station at Edmonton with the Canadian Northern Ry. will be located between First and Second Streets.

C. Schrieber, Consulting Engineer Dominion Government, returned to Ottawa, April 17, after having made a trip of inspection over the line as far as Tete Jaune Cache, B.C. He reports having found track laid to 30 miles beyond the Yellowhead Pass, and grading well advanced to Tete Jaune Cache. The contractors were putting forth every effort in order to get the line through to the Fraser River, in order that a steamship service might be opened up as far as Fort George. On the section easterly from Prince Rupert, track had been laid for 138 miles, and grading was being carried on as far as the 245th mile.

It was reported, Mar. 30, that the following subcontractors were at work east and west of Tete Jaune Cache:—H. E. Carlton and Co., A. E. Griffin and Co., Burns, Jordan and Co., Sims, Carey and Co. P. Welch, representing the contractors, Foley, Welch and Stewart, is in charge of the whole of the work in British Columbia, and is making his headquarters alternately at Fitzhugh, Alta., and at Bulkeley Summit, B.C.

Harte-Brandon Branch.—The contractors for the branch under construc-

tion the municipal authorities at an early date.

Regina-Boundary Branch.—Track laying was started April 11 on the branch line from Regina to the international boundary, 155 miles. The grading is being done by J. D. McArthur, Winnipeg. It is expected to have the branch completed this year.

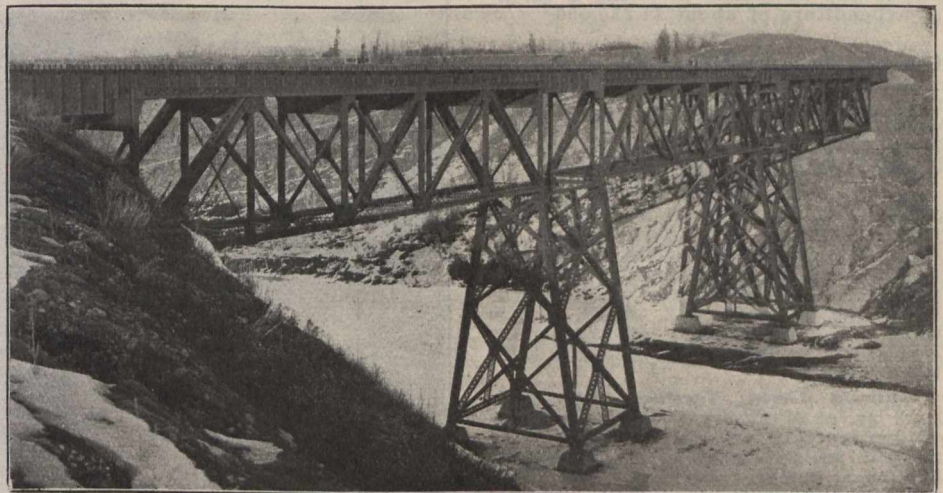
Regina-Moose Jaw Branch.—It is expected that the 60 mile branch connecting Regina and Moose Jaw, Sask., will be completed this year. The contractors are Rigby, Hyland and Plummer, Winnipeg.

Moose Jaw Northwesterly.—The construction of the branch line from Moose Jaw for 40 miles northwesterly was expected to have been started April 30. The contractors are Rigby, Hyland and Plummer, Winnipeg.

Battleford Branch.—Construction on the branch from Oban to Battleford, Sask., 48 miles, has been started up for the season by the contractor, J. Daudelin, Battleford. It is expected to have it completed this season.

The Prince Albert Branch, which starts at Yonge, Sask., has been completed for 67 miles. The extension of the line to Prince Albert, 54.5 miles, is being built by J. D. McArthur, Winnipeg.

Cutknife Branch.—The Board of Rail-



The Grand Trunk Pacific Railway Wolfe Creek Bridge.

tion from Harte to Brandon, Man., are Rigby, Hyland and Plummer, Winnipeg. It will be 24 miles long, and is to be completed during the current year.

The Dominion Parliament has voted a subsidy of 25 per cent. of the cost of a bridge across the Assiniboine River at Brandon.

The company is being invited to build a line from near Miniota, Man., to Brandon, to effect a junction with the Harte-Brandon branch.

Melville-Canora Branch.—The branch line northerly from Melville, Sask., which now terminates at Canora, will, it is said, be extended to Le Pas, Man. Recent press reports state that the surveys have been completed over a route from Canora to Le Pas.

Regina Station and Hotel.—Plans for the station at Regina have been completed, and have been communicated to the municipal authorities. The building, which will be erected at the corner of Sixteenth Ave. and Albert St., will be two stories, with a frontage of 250 ft. and a depth of about 600 ft., including the train sheds. The ground floor will contain all the public offices, while upstairs will be located the divisional staff. The estimated cost is \$200,000.

Plans for the proposed hotel in Regina will, it is expected, be submitted to

way Commissioners has approved the correction of errors in the revised location plans of the branch. The contract for the building of 50 miles, from Battleford, Sask., is being carried out by Lamoreaux and Peterson, Omaha, Neb.

Biggar to Calgary Branch.—Work is reported to have been started on this branch by Foley, Welch and Stewart. The branch starts from Biggar, and will enter Calgary over the company's Tofield-Calgary branch tracks. Its total length will be 104 miles.

Tofield-Calgary Branch.—Track laying was resumed April 8, and it is expected that the work will be completed into Calgary, Alta., early in July. The contractor is J. D. McArthur, Winnipeg. Considerable difficulty was met with in fixing the route of this line, as, in common with the Canadian Northern Ry. branch into Calgary, it passed through the C.P.R. irrigated lands.

Calgary Terminals.—It is reported that the company has purchased the N.W.M.P. barracks site in Calgary, for terminal purposes, for \$1,000,000. E. J. Chamberlin, V.P. and G.M., stated Mar. 30, that a site had been acquired, and that an announcement would be made as to plans at an early date. The station would be built as soon as possible.

Calgary-Lethbridge Branch.—No contract has yet been let for the grading