

each station a fresh courier was ready to continue the journey. By this arrangement the entire distance of 280 miles was covered in three and a half days.

The engineering camps were $13\frac{1}{2}$ miles apart, every camp was numbered, and each division lettered. A system of way-bills was established, by which any lost letters could be traced, similar to that adopted by railway companies to trace lost freight. The benefits arising from this were inestimable, changes in location were perfected, construction pushed on, no delays were incurred, and the staff at head-quarters were always fully informed of all that was going on. As an example, two locating parties were sent to change the line between the River Saskatchewan and Calgary for a distance of 181 miles; one party went ahead to determine the practicability of the route, for the grade of 40 feet to the mile, and the second party to locate the permanent line. Though these two parties started from a point 74 miles west from the end of the track, had three weeks' start of the graders, and were able to locate 4 to 5 miles a day, yet the graders were many times in sight of their back picket-man. The same can be said of the work west of Calgary, with the exception that the location was slower, more preliminary surveys having been required.

The organisation required for supplying the men and teams was much the same as that already referred to in the account of the previous season's work. Different plant was required west of Calgary, and the difficulties were much increased owing to the great distance from the base of supplies, the summit in the mountains being 963 miles from Winnipeg. The number of men and horses to be fed made this a question of continual anxiety. The greatest number of men employed was five thousand, and nineteen hundred teams; the cost of feeding them was \$100,000 (roundly £20,000) per month.

From the end of the track to Calgary the character of the work was similar to that of the previous year. Messrs. Langdon, Shephard, and Co., completed their contract on the 15th of August, the day specified by their contract. From Calgary westwards the line is being constructed by the North American Railway Contracting Co.

Calgary is at the eastern base of the foot hills of the Rocky Mountains, the mountains proper begin at "the Gap" 56 miles farther west. The summit of the mountains, the objective point of this season's operations, is 67 miles west of "the Gap," or 123 miles west of Calgary. The line follows the Bow River for nearly the entire distance, and in order to retain the grade of 40

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