

National Transcontinental Railway Construction.

The main line of the N.T.R., which has been operated for freight purposes by the G.T. Pacific Ry. for some time, under an agreement with the Commission, from Winnipeg to Lake Superior Jet., was connected up with Cochrane, Ont., Dec. 28. A train load of wheat was started from Winnipeg Dec. 27, and was run over the line to Cochrane, Ont., there transferred to the Timiskaming and Northern Ontario Ry., over which the G.T.R. has running powers, transferred to the G.T.R. at North Bay, and thence run over the G.T.R. to Port Colborne, Ont., where the wheat was milled. The flour was then carried over the G.T.R. and Intercolonial Ry. to St. John, N.B., where it was shipped to South Africa.

The shops at Transcona, Man., were taken over by the G.T.P. Ry. from the N.T.R. Commission Jan. 20. (Jan., pg. 29.)

Grand Trunk Pacific Railway Construction.

In the House of Commons Jan. 17, the Minister of Finance stated that it had been decided to devote part of the surplus revenues of the country to the purchase of G.T.P.R. bonds. The country had had to provide \$4,944,000, the difference between the face value of bonds already sold, and the price realized for them on the market, under the "implementing" clause of the guarantee agreement. There remained to be sold bonds to the value of £6,800,000, and it was proposed that the Government have power to take these bonds, and raise the money necessary on the security of the Government. At present prices it would cost about \$8,000,000 to carry out the provision of the "implementing" guarantee. It was possible to save something of this by borrowing directly on the credit of the country, but it was impossible to forecast what the saving would be. A bill to carry this decision into effect was subsequently passed by both houses.

The G.T. Pacific Ry. reports that at Dec. 31 there were 440 miles of main line and 205.8 miles of branch lines under construction, on which considerable work had been done. The general contract on the main line is held by Foley, Welch and Stewart; and the branch lines, with the contractors are:—Harte-Brandon branch, 25 miles, Rigby, Hyland and Plummer; Regina-International Boundary, 19 miles, J. D. McArthur, Winnipeg; Talmage to Weyburn, 14.8 miles, J. Bradley; Regina to Moose Jaw, 3 miles, Rigby, Hyland and Plummer; Moose Jaw northwesterly, 50 miles, Rigby, Hyland and Plummer; Young to Prince Albert, 44 miles, J. D. McArthur; Battleford to Wainwright, 46 miles, Lamoreaux and Peterson; Tofield to Calgary, 4 miles, J. D. McArthur, sublet to Sieurs and Carey. In each case the mileage under construction is the uncompleted portion of the lines.

In a general report as to construction, B. B. Kelliher, Chief Engineer, states that during 1912 563 miles of main line and 688 miles of branch lines were under construction. Track was laid during the year on 128 miles of main line and 459 miles of branch lines. Track laying was completed on the main line to mileage 1,124 west of Winnipeg, and trains are being operated to Tete Jaune Cache, 1,096 miles from Winnipeg. Grading is so far advanced that it will be possible to lay track to mileage 1,190 early in the spring. Easterly from Prince Rupert the line is in operation to New Hazelton, track being laid to mileage 189. Active grading work is going on from mileage 189 to mileage 341 from Prince

Rupert, or mileage 1,403 from Winnipeg.

Of the branch lines the report sets out as follows:—Harte-Brandon—There are 10.8 miles out of the 25 ready for track laying; Regina boundary branch—track has been laid for 106 miles, and there are 19 miles yet to be completed; Talmage to Weyburn—under contract, with 39% of the grading completed; Regina-Moose Jaw—nearly completed, and terminal layout in Moose Jaw in progress; Moose Jaw northwesterly—grading practically completed, but no track laid; Oban-Battleford branch—48.5 miles completed; Cutknife branch—grading completed and four miles of track laid; Young to Prince Albert—track laid to Wicklaw, 67 miles, and grading completed into Prince Albert; but line will not be completed until bridge is built across Saskatchewan river; Biggar towards Calgary—grading completed to Saskatchewan-Alberta boundary, and a few miles of grading has yet to be completed, track has been laid for 37 miles out of Biggar; Tofield-Calgary branch—grading practically completed on the 202 miles, track laid to mileage 165.3, and trains are operated to mileage 65, some steel bridges are to be built.

The Board of Railway Commissioners has authorized the opening for traffic of the Regina-Moose Jaw branch from mileage 0 to 34.1.

The Saskatchewan Minister of Railways informed the Legislature recently that under an arrangement with the Government the company is building an extension of the Moose Jaw-Riverside branch into the Duck Lake country. It is expected to have it completed to the Saskatchewan river during this year, and arrangements are being made for carrying on construction west of the river so that track laying can be carried on throughout the whole length of the branch on completion of the bridge over the river.

The Saskatchewan Legislature has passed an act guaranteeing the bonds of the G.T.P. Branch Lines Co., and the G.T.P. Saskatchewan Ry., for building terminals as follows:—In Saskatoon, \$1,200,000; in Regina, \$850,000; in Moose Jaw, \$850,000; in Prince Albert, \$350,000; in Battleford, \$100,000. It has also passed an act extending the time within which the branch lines being built under contract with the Government may be completed. The Minister of Railways stated in the Legislature Jan. 9, that the 105 miles of lines which had to be built under the 1908 contract have been completed, and are in operation, and of the 475 miles to be built under the 1909 contract about 300 miles had been completed.

Telegraph, Telephone and Cable Matters.

The Canadian Northern Telegraph Co. has opened an office at Leask, Sask.

It is reported that the Dominion Government has opened a wireless telegraph station at Alert Bay, on the north of Vancouver Island, thus making 10 stations along the coast, under Government control.

The Great North Western Telegraph Co. has opened an office at Donnacona, Que., and closed its offices at Burgessville, Foxboro, Grimsby Beach, Muskoka Wharf, Ont., Chaudiere Basin, Little Metis Lighthouse and Matane Lighthouse, Que.

P. T. Hawkins has been appointed Manager, Great North Western Telegraph Co., at Guelph, Ont., vice R. G. Davidson, resigned; J. L. Murphy, heretofore Manager at Ingersoll, Ont., has been appointed Manager at Peterboro, Ont., and I. Labrie has been appointed Manager at Ingersoll, Ont.

A telegraph machine has been invented in Spain, which is claimed to be a distinct advance on the Hughes machine in use at present, in that it will transmit 1,820 words a minute, a speed three times greater than that obtainable on the Hughes machine.

A press report states that communication took place recently, between two wireless telegraph stations, situated at Nauen, Germany, and New York, and it is said that this is the first time that direct wireless communication has been established between Germany and the U.S.

A. B. Smith, Manager of Telegraphs, G.T. Pacific Ry., Winnipeg, has had his jurisdiction extended over the whole G.T.R. System, with office at Montreal. We are officially advised that no change will be made in the position of Superintendent of Telegraph, Montreal, held by W. W. Ashald.

During the storms in the early part of January, considerable damage was done to telegraph lines east of Toronto, the Great North Western Telegraph Co. losing nearly 700 poles. Communication was interrupted in the Brighton and Belleville district, for some time, the repairs being quickly carried out under the supervision of W. J. Duckworth, Superintendent of Construction.

The Saskatchewan Legislature has fixed the taxes, under the amendments to the Corporation Tax Act, for every telegraph company owning, leasing and operating telegraph lines in the Province, and carrying on a general commercial business, as follows,—for every branch office in any incorporated city, \$125; in any incorporated town, \$50, and in any incorporated village, \$20.

The Montreal Telegraph Co.'s report for 1912, being the 66th annual report, shows assets of \$2,307,582. The property is maintained and operated by the Great North Western Telegraph Co., under lease, and dividends guaranteed by the Western Union Telegraph Co. The lease is for 97 years from July 1, 1881. The total distribution to shareholders, comprising the guaranteed dividend of 8%, and a bonus, amounted to \$165,000.

The Great North Western Telegraph Co., at the adjourned annual meeting, Dec. 30, elected Z. A. Lash, K.C., a director of the Canadian Northern Ry., to be President, vice H. P. Dwight, deceased. The other directors and officers for the current year are: Vice President, Adam Brown; other directors, J. Hedley, Hon. J. K. Kerr, Aemilius Jarvis, F. B. Hayes, Toronto; J. B. VanEve, and N. Carlton, New York; General Manager, G. D. Perry; Secretary and Auditor, A. C. McConnell; Treasurer, D. E. Henry.

The Great North Western Telegraph Co. announces effective, Jan. 1, the rate on deferred cable messages between Canada and the United Kingdom, is reduced to 9c, subject to delivery within 24 hours of the time filed. The rate for cable letters is also reduced to 75c for 12 words and 5c for each additional word. These latter are to be delivered on the day following, and weekend letters on Mondays, in each case 24 hours earlier than at present. These charges include transmission to the cable terminal at Montreal, but if the messages are addressed to other places in the United Kingdom than London or Liverpool, an extra charge of 1c a word is made.

The Chicago, Burlington and Quincy Ry. is sending a medical examiner over its lines to inspect the water and ice used in passenger cars, dining cars and station restaurants, and to investigate the sanitary conditions along the line.