

National Transcontinental Railway Construction.

We are officially advised that a contract has been let to J. Gosselin, Levis, Que., for the erection of machine and other shops for the N.T.R. at St. Malo, Que. The estimated cost of the shops is \$1,500,000. A description of the several buildings covered by the contract appeared in Canadian Railway and Marine World for Sept., pg. 409.

The Minister of Railways returned to Ottawa, Sept. 12, from a trip of inspection over the line westerly from Cochrane, On. He is reported as saying that while the section of the line from Cochrane to Lake Superior Junction, to which point it is already in operation easterly from Winnipeg, would not be entirely completed until early in 1914, it can be utilized to prevent a grain blockade if one is threatened. A few sink holes are giving trouble and some bridges to replace temporary structures, have yet to be erected. The Minister made the trip to Winnipeg over the line in company with E. J. Chamberlin, President, and other officers of the Grand Trunk Pacific Ry. At Winnipeg, Sept. 4, Mr. Chamberlin said there were yet about 275 miles of the line between Cochrane and Lake Superior Jct. to be completed, so far as ballasting was concerned. (Sept., pg. 430.)

Grand Trunk Pacific Railway Construction.

E. J. Chamberlin, President, returned to Montreal, Sept. 18, after having made a brief inspection over the G. T. P. Ry. He is reported to have said in an interview that he had been 1,200 miles west of Winnipeg, and found construction work progressing very rapidly. It is hoped to have track laid into Fort George about the beginning of 1914, and to tie up with the construction proceeding easterly from Prince Rupert towards the fall.

The Board of Railway Commissioners have authorized the opening for traffic of the line from Tete Jaune, B 17, mileage 1095.3 to mileage 1189. This is at the second crossing of the Fraser River, where a large bridge is being put in.

On the line east from Prince Rupert the Board of Railway Commissioners has approved of revised location plans through Tibbits Indian reserve, mileage 321.6 to 330.1; and from mileage 459.61 into the Fort George Indian reserve at mileage 466.11. The construction is so far advanced that J. W. Stewart, of the contracting firm of Foley, Welsh and Stewart, stated in Victoria, B. C., Sept. 2, that unless something unforeseen occurs, he felt safe in saying that all the track between Edmonton and Prince Rupert will be laid by April or May, 1914. He added that his firm has 20,000 men at work on the line in British Columbia.

G. T. Pacific Branch Lines.—It was announced at the G. T. P. Ry. offices in Winnipeg, Sept. 1, that it was expected that physical connection would be made between the company's Regina-Boundary line, and the Great Northern Ry. branch line early in October. This branch extends from Necho, N.D., northerly to the International Boundary.

Starting from Talmage, on the Regina-Boundary Branch, a line is under construction into Weyburn. Grading has been completed, and on the completion of the bridge across the Souris River, track will be laid. Track will only be laid into Weyburn, mileage 14, this year, but the grading has been carried about a mile farther, to a point to which it is said that the line now being built from Harte to Bandon, Man., will be extended at a future date.

The Board of Railway Commissioners has authorized the opening for traffic of the Biggar-Calgary Branch from Dodsland, mileage 48, to Loverna, mileage 104.06. This line will connect with the Tofield-Calgary line, the operation of trains over which, from Beiseker, mileage 163, to mileage 197.7, was authorized by the Board of Railway Commissioners, Sept. 11.

According to a Calgary, Alta., press report, a G. T. P. Ry. engineer stated, Sept. 3, that the company intended to undertake the construction of a line through Moose Jaw, Medicine Hat, and the Crowsnest country into Southern British Columbia, and that the line now being completed from Tofield into Calgary, will be extended south to connect with it. We are officially advised that this construction has not been decided on, and that the building of further lines is not likely to be undertaken until financial matters improve and the freight rate question has been decided. (Sept., pg. 430.)

Dominion Government Railway to Hudson Bay.

J. D. McArthur, general contractor for building the railway from Pas, Man., to Port Nelson, Hudson Bay, is reported to have stated, while in Montreal, Sept. 10, that it is expected to have 50% of the grading and 125 miles of track laid before the end of October. Alex. McMillan, of McMillan Bros., who are carrying out the grading contract, was in Winnipeg, Sept. 10, arranging for the winter supplies for the camps. He says his firm has over 1,000 men at work on the grading. There is a shortage of men at present, but he hoped to be able to get 2,000 men into the camps for the winter. The grading had been completed for the first 185 miles, and the camps are strung out beyond that point. The track laying is being done by the Hudson Bay Construction Co., which has 400 men at work. The material for the building or a wireless telegraph station at Pas has been delivered, and is in course of erection. This station will be used to secure communication with the Government vessels in Hudson Bay, which are engaged in survey work. The contractors are operating trains over the line, so far as track is laid, and carrying passengers at 5 cents a mile. Track has been laid to McLaren, 62 miles from Pas, at the end of August. (Sept., pg. 422.)

Great Northern Railway Lines in Canada.

Midland Great Northern Ry.—The Manitoba Public Utilities Commission has decided that the company has power to expropriate land for its proposed spur tracks in the vicinity of Ross and Elgin Streets, Winnipeg. The company entered into an agreement with the city to build these spurs, but the owners of the land refused to sell the portion required for the right of way, and argued that the company could not expropriate.

International Boundary to Peace River.—J. A. Carson, of the engineering department of the Great Northern Ry., was in Edmonton, Alta., Aug. 30, and has been spending his time since in investigating the traffic possibilities of the Peace River country. Press reports state that this investigation is being made in connection with a project for building a line from Grand Falls, Mont., the terminal of a G.N.R. branch, north westerly into the Peace River country, for which the G.N.R. is said to hold a charter. (See Western Dominion Ry., in Railway Development Department.)

Vancouver Terminals.—The west pier of the new G.N.R. dock on Burrard Inlet has

been completed, and a start has been made on the sheds. The dock is 450 ft. in length and 360 ft. wide, the approaches being 250 ft. long, and 280 ft. wide. About 250,000 cubic yards of material was used for filling. The sheds, which are being built by Grant, Smith and McDonnell, are expected to be completed by Nov. 1.

L. C. Gilman, assistant to the President, G.N.R., is reported as having stated in Vancouver, B.C., Sept. 8, that it is expected to begin operating trains into the new terminals at False Creek in about a year. The Northern Pacific Ry. will use the same terminals. It is not the company's intention to operate a trans Pacific steamship service, as it is purposed to work in connection with existing steamship lines trading to the port.

The reclamation work at False Creek is being pushed forward by the contractors, Grant, Smith and McDonnell. (Sept., pg. 423.)

Annual Inspection of the Canadian Pacific Railway.

Sir Thos. G. Shaughnessy, President, C.P.R., left Montreal, Sept. 3, on his annual trip of inspection over the system, prior to the annual meeting, which takes place early in October.

He was accompanied by several other directors, including R. B. Angus and H. S. Holt, from Montreal; W. D. Matthews and Sir Edmund Osler, from Toronto; and Sir William Whyte, and George Bury, Vice President, from Winnipeg. On account of the illness of Lady Shaughnessy, Sir Thomas returned to Montreal when the party had reached Moose Jaw, Sask.

The rest of the party made a complete tour of the transcontinental line and several branches, and proceeded from Vancouver to Victoria on the s.s. Empress of Asia, the latest addition to the transpacific fleet, arriving on Sept. 10 and leaving on the following day. After inspecting several of the works in progress on the main land, when they were accompanied by R. Marpole, General Executive Assistant; Hayter Reid, Manager in Chief, Hotel Department; F. W. Peters, General Superintendent, Vancouver, and H. W. Brodie, General Passenger Agent, the party left for the east, arriving at Winnipeg, Sept. 15, and Montreal, Sept. 19.

H. Maitland Kersey, the recently appointed Manager in Chief, Transatlantic and Transpacific Steamships, London, Eng., who has been in Vancouver in connection with the arrival of the new s.s. Empress of Asia, returned to Montreal with the directors.

American Society of Mechanical Engineers.—The railway session of the forthcoming meeting of this association has been fixed for Dec. 3, when steel, and steel underframe box cars will be discussed, a paper on all steel box cars being prepared by W. F. Keisel, Jr., Assistant Engineer, Pennsylvania Rd., and one on steel underframe box cars, by R. W. Burnett, General Master Car Builder, C.P.R., Montreal.

Quebec Transportation Club.—A number of the members made a trip, leaving Quebec, Sept. 14, by C.P.R., to Toronto, thence by R. & O.N. Co.'s line to Lewiston, and on to Niagara Falls, Buffalo, Rochester and Charlotte, thence by R. & O.N. Co.'s line to Montreal, where they disbanded.

Roadmasters' and Maintenance of Way Association.—The 31st annual convention was held at Chicago, Ill., Sept. 9-12. There was an attendance of over 200 members, and a considerable number of manufacturers of track materials had exhibits.