

Grand Trunk Pacific Railway.

Survey parties are in the field over the whole country between Moncton, N.B., and Winnipeg, Man., described as the Eastern Division of the Transcontinental Ry. The projected route is divided into six districts, the headquarters and division engineers in charge being:—Fredericton, G. C. Dunn; Quebec, A. E. Doucet; Ottawa, A. N. Molesworth; New Liskeard, Ont., appointment not made; Nipigon, Ont., C. E. Perry (acting); Winnipeg, Man., Major Hodgins. It is not likely that any tenders will be asked for until the fall so that work may be gone on with during the winter. Construction, according to Sec. 10, Chap. 24, 1904, must be commenced simultaneously at Moncton, N.B.; Quebec; at the point of junction of the Eastern Division with the branch southerly to a point at, or near, either North Bay or Nipissing, Ont., and at Winnipeg, and shall be carried on westerly from Moncton, eastward and westward from Quebec, and from the point of junction with the North Bay branch, and eastward from Winnipeg, in order that the whole line between Moncton and Winnipeg shall be completed as nearly as practicable at the same time. The specifications for construction are being prepared, a considerable portion of the work being completed. H. A. Wood, Assistant Chief Engineer G.T.P. Ry., is acting with the commissioner's engineers in arranging the specifications, etc., in conformity with the provisions of section seven of the agreement between the Government and the G.T.P. Ry., confirmed by Chap. 71 of the Statutes of 1903. This section sets forth that in order to protect the interests of the lessees of the Eastern Division, it is agreed that the specifications be submitted to, and approved of by, the G.T.P. Ry. before the commencement of work, and that the work shall be done according to the specifications, and shall be subject to the supervision and inspection of the chief engineer appointed by the Government and the chief engineer of the company. In the case of differences between these engineers an arbitrator is to be chosen by them, or appointed by the Chief Justice of the Supreme Court, if the engineers cannot agree on one.

In connection with the surveys upon the eastern section of the Grand Trunk Pacific Ry. between Moncton, N.B., and Winnipeg, Man., which is to be constructed by the Transcontinental Railway Commissioners, the annual report of the Department of Public Works contains the following paragraph:—“The despatching of so many engineering parties at the same time as the surveying work of the Transcontinental Ry. was being commenced has given employment to a large number of Canadian engineers. It has been found on the formation of parties that the engineering profession in Canada was fully equal to the demand made upon it for the explorations and studies necessitated by the extensive surveys for those two great works. All the engineering staff has been supplied by Canadian intelligence and professional training, and there is no doubt that the profession in Canada is fully able to render a good account of itself in the performance of the arduous duties connected with the examinations now under way.”

Answering questions in the House of Commons the Minister of Railways stated recently that no accurate information was available as to the progress of surveys. The Commission was directed to present an annual report, and, although interim reports had probably been sent in, no final reports had been presented to the department. The survey parties on the whole of the route from Moncton to Winnipeg are in the field. Reports of the engineers between Quebec and

Moncton state that a route has been found round the shoulder of the State of Maine giving a grade of 4-10 of 1% going east, and 6-10 of 1% going west.

A return made to the House of Commons shows that there are 30 persons on the staff of the Transcontinental Railway Commission, exclusive of the Commissioners:—Their salaries are: H. D. Lumsden, \$500 a month; M. J. Butler, \$375; A. W. H. Sampson, \$125; C. J. Jones, \$80; Fred Dillon, \$80; A. L. Ogilvie, \$150; R. L. Landry, \$70; Alice Seed, \$25; R. M. J. McGill, \$125; Jos. Clement, \$100; R. H. Lang, \$60; H. A. Collins, \$85; John Meghorn, \$75; R. Ronan, \$70; D. Lefebvre, \$20; P. E. Ryan, \$208.33; R. F. Omacke, \$150; J. H. Roy, \$100; O. P. Schreiber, \$60; F. McCourt, \$70; P. Wright, \$30; F. W. White, \$100; G. O'Reilly, \$15 a week; A. T. Gow, \$150 a month; W. R. Sauls, \$75; R. Lagimodiere, \$60; A. Beaudry, \$70; C. Heidmann, \$80; R. Larocque, \$70; J. O'Malley, \$50. No allowances are made except for actual travelling expenses. The engineers in charge of parties are appointed by the Board upon the recommendation of the Chief Engineer. The engineering parties were made up in the first place by the Board on the recommendation of the chief and district engineers, and changes in same are made upon the recommendation of the chief of parties and the district engineers and approved of by the chief engineer. The engineers in charge of parties report to the district engineers, who report to the Chief Engineer, and he reports to the Board. Interim reports are received from time to time from the parties in the field and district engineers.

The plans submitted to the Department of Railways by the G.T. Pacific Ry. provide for large terminals at both Port Arthur and Fort William, Ont., and on the Pacific coast. These plans, it has been explained, were deposited to secure available sites from which the final sites would be selected. The Minister of Railways, replying to a question in the House of Commons recently, stated that certain plans had been deposited, but they were not available. The surveys are being prosecuted from Winnipeg to the coast by a large number of parties, and a report from A. S. Going, who has been in the mountains since August, 1904, states that nine passes are available for a line in northern B.C. These are Yellowhead, Peace River, Pine River, Smoky and North Smoky, Porcupine, two in the Red Deer district, and the Wapiti pass. F. M. Morse, Vice-President and General Manager, and other officials are expected to return to Montreal, April 1, from a trip to Victoria and intermediate points. At Port Arthur he stated that construction would be commenced in the spring at Winnipeg, as well as on the line from Lake Superior northerly. The money for the construction of the line, he said, had been raised in a lump sum, so that construction would not be delayed no matter what economic conditions the market may have in store. So far as the Lake terminals are concerned, the Government has approved of the expropriation of 1,600 acres of the Indian Reserve at Fort William, Ont., for this purpose, but has not taken any action in regard to the proposed terminal at Port Arthur.

The visit of the Vice-President to the west was largely for the purpose of carrying on negotiations with the B.C. Government with the view of obtaining a subsidy in aid of the construction of the 480 miles of line to be constructed in that province. Reports state that the Provincial Government was asked to set aside approximately 7,000,000 acres of land as a subsidy, and that the proposition is not viewed with much favor by the Cabinet. Speaking at Victoria, Mar. 10, before leaving for the east, Mr. Morse stated that it had been decided to construct the line from east to west as being the more eco-

nomical plan. Should a start be made on the Pacific coast the cost would be much greater and the company could not change its policy without assistance from the Provincial Government either in land or cash. The financial arrangements for the construction of the line from Winnipeg to the Rocky Mountains had been completed, and it was important that the company should arrange for the balance of the line while the money market was in its present condition. No portion of the road would be suspended while others were being constructed; every section must bring its returns as soon as ready for traffic. The line would have connection with Vancouver Island and the southern portion of the province.

TRANSPORTATION APPOINTMENTS.

Canadian Northern Ry.—H. J. Cowie has been appointed European Freight Agent with offices at Liverpool, Eng.

Canadian Pacific Ry.—W. M. Kirkpatrick, heretofore Assistant General Freight Agent at Vancouver, B.C., is acting Export Agent at Montreal, on account of the illness of A. E. Cook.

W. T. Robson has been appointed Advertising Agent, vice C. A. Bramble, resigned. Office, Montreal.

F. O'Hara, heretofore bridge and building foreman at Sherbrooke, Que., has been appointed Bridge and Building Master at Ottawa, succeeding E. Best.

W. McIlroy, heretofore C.P.R. ticket and passenger agent and Dominion Ex. agent at Galt, Ont., has been appointed C.P.R. town ticket agent at Peterboro, Ont., succeeding T. E. Boddy, resigned.

J. W. Leonard, Manager of Construction Toronto and Sudbury branch, and President Guelph and Goderich Ry., is about to remove his office from the Union Station to 118 King St. West, Toronto.

F. S. Darling, Division Engineer of Construction, is about to be removed from Montreal to Toronto, where his office will be at 118 King St. West.

W. Malcolm has been appointed C.P.R. ticket and passenger agent and Dominion Ex. agent at Galt, Ont., succeeding W. McIlroy, his former chief, transferred to Peterboro, Ont.

D. G. McKay, heretofore station master, has been appointed General Yard Master at Winnipeg, succeeding F. G. Arnold, transferred.

W. R. Hogarth has been appointed station master at Winnipeg, succeeding D. G. McKay, promoted.

W. C. Bowles, heretofore Assistant General Freight Agent, Western Division, has been appointed Assistant General Freight Agent, Pacific Division, succeeding W. M. Kirkpatrick, promoted. Office, Vancouver, B.C.

G. H. Smith, heretofore chief clerk in the Freight Traffic Manager's office, Montreal, has been appointed Assistant General Freight Agent, Western Division, succeeding W. C. Bowles. Office, Calgary, Alta.

The operation of the Esquimalt and Nanaimo Ry. is expected to be taken over by the C.P.R. April 1, and will be in charge of J. Goodfellow, heretofore Trainmaster C.P.R. at Vancouver, with the title of Assistant Superintendent. Office, Victoria, B.C.

Grand Trunk Pacific Ry.—H. A. Wood has been appointed Assistant Chief Engineer, and it is stated that his duties will be to act in conjunction with the Transcontinental Railway Commission for the eastern division from Moncton, N.B., to Winnipeg, Man.; and in connection with the branch line to North Bay, the Lake Superior branch and any other branch lines from the Eastern Division. J. R. Stephens, who has been Assistant Chief Engineer for some time past, will,