

# GOVERNMENT RUNS TRANSCONTINENTAL

## General Manager Gutelius and Other Officials Conclude Inspection Tour

### NEW PASSENGER SERVICE

#### Trains Range From Daily to Weekly, According to Traffic —Will Use C.P.R. Station at Quebec

The operation of the Transcontinental system from Winnipeg to Moncton by the Canadian Government officials is now an accomplished fact. Mr. F. P. Gutelius, general manager of the Government road, who has just returned from a trip of inspection, accompanied by F. P. Brady, general superintendent of the Transcontinental; C. A. Hays, general traffic manager; C. P. Brown, chief engineer; Samuel Leonard Shannon, controller and treasurer, and H. H. Melancon, general passenger agent, was at the Windsor yesterday and gave some interesting details of the transfer to government control. The party went from Fort William to Winnipeg, and left that city on Tuesday night, arriving in Quebec on Saturday. They found the Lake Superior branch from Fort William to the main line in good condition, as were also the five million bushel elevator and the one and a half miles of freight sheds, the mile of docks and the other portions of that great terminal. The track between Winnipeg and Graham, nine miles west of Superior Junction, was found in good shape, while the stretch from Graham to Cochrane is also all right, except a few sink holes and slides in the cuttings, which will be remedied by the first of June, when the road will be open for traffic each way. What impressed Mr. Gutelius, however, was the splendid start being made in colonization, for he does not think that there are any stretches more than five miles in length, from a point two hundred miles west of Cochrane all through the clay belt and even on to Quebec, where there are no signs of cultivation. As usual, the French-Canadians lead the van, although in certain sections other nationalities have done well towards making the clay belt of Ontario a flourishing and productive part of the province. Mr. Gutelius says it is difficult to tell where the good land ends and the poorer quality begins. The road passes through several good towns. There is Hearst, for instance, 130 miles west of Cochrane, one-half of its people being English and the other half French. The land from Hearst to Cochrane appears to be all taken up, and half is being settled. Cochrane has now from four to five hundred people. Amos, formerly Hurricane, has saw mills, stores and a bank, and its population must now be more than one thousand. O'Brien, about 100 miles east of Cochrane, is also a growing town, named after the contractor Mr. M. J. O'Brien. As for the condition of the road in Quebec, Mr. Gutelius said that about one hundred miles were found to be in bad condition, but men are at work getting the line ready for immediate traffic.

#### START TRAIN SERVICE.

A daily passenger service both ways will start on June 1st between Quebec and La Tuque, the distance being 125 miles, all good except about twenty miles, and the line passes through a fairly well-settled country. Arrangements have been made with the C.P.R. authorities to run these government trains into the C.P.R. station at Quebec, which by the Transcontinental is 1,350 miles from Winnipeg. A bi-weekly mixed service each way will also be put on between Quebec and Cochrane, so that Quebec will be at once brought into direct railway communication with Northern Ontario. A bi-weekly service also goes into operation between Hearst and Cochrane, and a weekly service between Hearst and Graham.

The Transcontinental from Quebec to Winnipeg has been divided into three divisions for operating purposes: From Quebec to O'Brien, 450 miles, with headquarters at Quebec, under the superintendency of Mr. A. J. Gorrie, formerly of the C.P.R. and the C.N.R.; from O'Brien to Armstrong, 497 miles, with headquarters at Cochrane, Mr. W. B. Way, formerly of the C.P.R., being superintendent; from Armstrong to Fort William and Winnipeg, 582 miles, Mr. R. S. Richardson, assistant superintendent of the I.C.R., as superintendent, with headquarters at Fort William.

The officials of the I.C.R. who accept office on the Transcontinental have had their jurisdiction extended over the latter road. Mr. Gutelius stated yesterday that the trains have been put on in order to accommodate the public and to ascertain the quantity of traffic offering, and if the business requires it, other trains, both freight and passenger, will be added from time to time. On the west end of the system, between Fort William and Winnipeg, three first-class passenger trains weekly will run each way, while mixed trains will run on alternate days.

Speaking of hotel accommodation on the line west of Fort William, Mr. Gutelius said he found a splendid hotel at Minaki, a beautiful spot on the Lake of the Woods, some 125 miles east of Winnipeg. Here 250 guests can be accommodated in as good style as in Montreal or Toronto, and this will no doubt be a popular week-end resort for Winnipeggers.

As for the east end of the Transcontinental, regular trains are now running between Levis and Monk, a distance of 115 miles, while a tri-weekly train runs each way between Monk and Moncton.

At Macpherson, seventy miles west of Cochrane, the party visited the interned Germans and Austrians, who have already cleaned up a square mile of land, while at Spirit Lake in Quebec, another establishment with a thousand aliens, matters were also found to be satisfactory.