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Collingwood, Ont.—Contract for a new steel steamer for lighthouse service on the Pacific coast has been awarded to the Collingwood Shipbuilding Company for \$260,000. The vessel will be 200 feet long, and modern in every respect.

Winnipeg, Man.—C. W. Sharpe, of Winnipeg, has secured the contract for the new Canadian Pacific hotel at Balfour, near Nelson, B.C. The structure will be three storeys high, 205 feet by 105 feet, with a foundation of cement and stone. It is expected to be open for the tourist season of 1911.

RAILWAYS—STEAM AND ELECTRIC.

Montreal, Que.—It has been decided to extend the street railways of Calgary next spring. Tenders were gone into at a meeting of the city commissioners and it is stated that \$100,000 will be expended on steel rails.

Montreal, Que.—J. H. Walsh, general manager of the Quebec Central Railway, stated that there was no truth in the report that the New York, New Haven and Hartford Railway would take over the Quebec Central. The English shareholders of the road were well satisfied with the future prospects of the company and the country, and would not dispose of their interests.

Montreal, Que.—Mr. E. J. Chamberlain, general manager of the G.T.P. was in Montreal recently, having just come back from a trip over the route of construction in British Columbia. He says now a stretch of only four hundred miles separates the Pacific and eastern ends of the G.T.P. He is confident that this will be finished in time for the opening of the line through to the coast early in 1913. The line from Fort George to Vancouver will be started as soon as the main line is finished.

Montreal, Que.—The completion of the Kootenay Central Railway, which has been taken over by the Canadian Pacific, and on which construction is now being pushed forward, will open a fertile stretch of land in the Columbia Valley. The railway will extend for 175 miles from Golden to Fort Steele, and will skirt the shores of Lake Windermere, in which the Kootenay and Columbia Rivers both have their rise. One of the difficult feats of engineering on the new line will be the diversion of Wild Horse Creek, but once this is done very little further trouble is anticipated.

Montreal, Que.—The Alberta Central Railway Company has entered into the field as one of the competitors for the construction of a line of railway to the Hudson Bay, and through its solicitors, Smith and Johnson, of Ottawa has given notice of application to parliament for an Act with power, among other things, to construct, operate, etc., a line of railway in common or as may be defined by the proposed Act from Saskatoon easterly to Hudson Bay, with terminals at both Fort Churchill and Fort Nelson. Alberta Central Railway Company is now constructing its line of railway 70 miles westerly of Red Deer, and forty miles easterly are under construction, while the route easterly has been approved to Moose Jaw. The company is authorized to build westerly as far as the Yellow Head Pass, and in addition to its line to Moose Jaw has power to build to Saskatoon or Warman. The present application is to obtain authority to build several branch lines, to project its line southerly to a point on the international boundary and to extend the Saskatoon branch to Hudson Bay, and if necessary to construct the latter by agreements with the government or other lines of railway to be the general road in common.

Montreal, Que.—Some interesting figures of the remarkable growth of the Canadian Northern in the past fourteen years were recently given out by Mr. D. B. Hanna, third vice-president and general manager. In 1896, said Mr. Hanna, the company operated only 100 miles of track. To-day the length of track under operation and in course of construction is 7,135 miles. This estimate does not include the British Columbia section of some 500 miles, or the gap of 600 miles still to be constructed between Sudbury and Port Arthur. But it does include all of the lines in Ontario, Quebec and Nova Scotia. It is hoped that by the end of 1914 all the gaps will be filled in and that the system will then be a transcontinental with 10,000 miles of line in operation. The pay roll has grown from \$650 per month in

1897, to over \$1,000,000 a month in 1910, and a gross revenue of \$60,000 in 1897, to over \$18,000,000 this year. In 1896 the staff included 13 men and a boy. To-day, the employees of the railway and its allied industries number 48,400. At the present time there are 535 cities, towns and towns in embryo on the Canadian Northern Railway. Sixty of these towns have a population of over 500, and 85 places have been given transportation facilities within the past four months.

Montreal, Que.—Although the American railway systems have a mileage 6 to 7 times larger than that of any other nation, yet the growth of railways in the Canadian prairie provinces is remarkable and is drawing the attention of the railroad world. Since 1903 Canada has increased its railway mileage by approximately 50 per cent. With the idea of opening up the wheat belt the Canadian Pacific and Canadian Northern instituted aggressive plans for reaching the new territory. Of course, in comparison with the 330,000 miles of road in the United States, this development is small. Nevertheless, within a few years, Canada will undoubtedly rank second among nations in extent of its railway mileage. Germany to-day ranks second and Russia third, and these nations have only between 35,000 and 36,000 miles. Canada has a tremendous capacity for further expansion. Even yet she has only 0.6 per cent. miles of railroad per 100 square miles of territory, or less than any other country in the world, except Brazil. Germany has 17.1 miles per unit of area, and the United States has 6.4 miles. Belgium, the most densely railroaded country in the world, has 40.9 miles per 100 square miles of territory. One the other hand, and notwithstanding an increase in population from 4,000,000 to 7,000,000 in a decade Canada has already expanded its railroads to a point where it has a smaller population per mile of trackage than any other country. She has now, in fact, only 300 people per mile of track, against 365 people per mile of track in the United States, 1,587 in Germany, and 10,000 per mile of track in British India, the most densely populated country per mile of road in the world. Grand Trunk, hitherto confined in its operations to the East, launched in the Grand Trunk Pacific transcontinental, the greatest railway project ever conceived as a single unit, to traverse a section far to the north of Canadian Pacific hitherto untouched. American roads, principally the Hill lines, also pushed into the new territory. As a result, railway mileage of the Dominion has been increased from 18,714 miles in 1903, to nearly 28,000 miles to-day, which, moreover, does not include over 6,000 miles of second track and sidings. The next four years should see even more rapid expansion. The Grand Trunk Pacific, which already has some 1,000 miles of road completed, will by 1913 have 3,600 miles of main track, besides numerous branches which it is pushing out through the rapidly populating areas. Canadian Northern has already 2,000 miles of road in operation, and will, when linked up with the East, comprise a transcontinental 4,000 miles in length. Canadian Pacific is also quietly stretching out north and west of its main highway, and has already double-tracked 595 miles of its main line to take care of present and prospective traffic from these areas.

Toronto, Ont.—The Canadian Pacific may shorten its Toronto-Winnipeg line by 50 miles by building a new line from Nepigon, 70 miles northeast of Fort William, to Savanne, 71 miles northwest of Fort William. The present main line now diverges to the south from Nepigon until it reaches Fort William, when it turns to the northwest, until it reaches Savanne, running from that point until it strikes Melson, when the line again runs south into Winnipeg. This will give the Canadian Pacific Railway the shortest route between the East and the West as far as Toronto is concerned. The distance from Toronto to Winnipeg by the new line will be 1,185 miles.

Toronto, Ont.—Five hundred men will be set to work on the Porcupine branch of the Temiskaming and Northern Ontario Railway early in January. Two hundred and fifty men are now rushing the construction work, but the number will be doubled as early next month as they can be secured and set to work. Half a mile of the roadbed has been laid and the T. & N. O. commission is pressing every portion of the road.

Guelph, Ont.—The plans provide for two subways and a foot passageway under the tracks. The main building will be 120 feet in length and 43 feet wide.