

Mr. Trenholme, K.C., for his opinion, but on Mar. 17 he asked for a further report from the Engineer.

In the meantime suggestions and plans were being submitted to the Commissioners with a view to having elevators provided at an early date. H. & A. Allan, the Prescott Elevator Co., The Montreal Warehousing Co., The Montreal Terminal Co., from whom plans had been received in 1899, were invited to submit further proposals by Mar. 24, but did not respond. The plans submitted to the Commissioners are as follows:—

(1) Mr. Crathern proposed to ask the Dominion Government for a loan of \$1,000,000 at 3%, to build two elevators, each of 1,000,000 bush. capacity, to be placed on the shore wharf in the center of the harbor, the elevators to be exclusively under the control of the Harbor Commissioners. This proposition was withdrawn April 4.

(2) Capt. Wolvin, at present operating a fleet of Lake steamers between Buffalo and Duluth, proposes to take over from W. J. Conners all rights under the 1900 agreement; to erect elevators to cost \$2,000,000 on the sites obtained by Conners; to expend \$1,500,000 on building tugs and barges for the canal traffic, operating his present lake fleet from Duluth to Port Colborne. He asks for a guarantee of bonds up to \$750,000; he will not bind himself to a minimum rate for elevating, nor will he bind himself to bring any definite quantity of freight, but expects to carry 10,000,000 bush. of grain the first year.

(3) J. R. Booth, of the Canada Atlantic Ry., who had made a proposal in 1899, submitted a further one on Mar. 29. In return for a guarantee of \$850,000 of 3½% bonds, he will build a 1,000,000 bush. elevator, including some 8,500 ft. of grain carriers, and handle 12,000,000 bush. of grain; or in return for a guarantee of \$1,250,000 of 3½% bonds, he will build two elevators each of 1,000,000 bush. capacity, and handle 24,000,000 bush. of grain.

(4) J. A. Jamieson, builder of elevators, Montreal, proposes to build and operate two steel elevators of 1,000,000 bush. each, together with 7,500 ft. of belt conveyer, each conveyer to be capable of delivering 15,000 bush. an hour, and so arranged that six steamers may be loading simultaneously, on condition that the Commissioners grant a lease of the ground required and the necessary rights of way at a nominal rent, and guarantees the principle and interest on bonds to the extent of 80% of the cost of the works, or a maximum amount of \$800,000. The Commissioners to have the right to take over the elevators at any time after completion, on giving 12 months' notice.

On a Prairie Telegraph Pole.

By Arthur Stringer.

Past mountain and foothill, plain and lake,
Where it links the east and west,
The tense wire tangles from sea to sea,
A river that runs unrest.

As a two-stringed harp of haste it throbs
With the rise and fall of States,
And sings through a land of sun and peace
Of far-off wars and hates.

Through a glimmering sea of waving green,
Of silence, and golden suns,
As a thread of pain in the woof of peace
From world to world it runs.

But the tales it tells are idle tales,
And the songs it sings are strange
To us who follow the glad, gold trail
Of the sun on the Open Range.

Recent Provincial Legislation.

Among the Acts passed at the recent sessions of the Provincial Legislatures were the following:—

PROVINCE OF NEW BRUNSWICK.

To amend 39 Vict., Chap. 57, "An Act to incorporate the Hillsborough Branch Ry. Co."

To incorporate the New Brunswick Southern Ry. Co.

To incorporate the Canada Ry. and Coal Co.

To enable the City of St. John to give aid to any company that may establish in St. John the business of steel shipbuilding.

To incorporate the St. John Valley Ry. Co.

PROVINCE OF QUEBEC.

To amend the law respecting the repayment of subsidies by railway companies.

Respecting the town of Longueuil and the G.T.R.

To amend 63 Vict., Chap. 67, respecting the Quebec and St. John Ry. Co.

To incorporate the County of Montmorency Telephone and Electric Light Co.

To incorporate the Quebec and James Bay Co.

To further amend the Charter of the Quebec Central Ry. Co. (Two acts.)

To incorporate the Wolfe, Megantic and Lotbiniere Ry. Co.

To incorporate the Levis Electric Ry. Co.

To incorporate the Atlantic, Quebec and Western Ry. Co.

PROVINCE OF MANITOBA.

Respecting the Manitoba Central Ry. Co.

Respecting the Morden and N.W. Ry. Co.

Respecting aid to railways.

To provide for the construction of certain railway lines.

Confirming an agreement with the Northern Pacific Ry.

Confirming an agreement respecting certain railways and respecting certain freight and passenger rates. (This act ratifies the contract of the Canadian Northern Ry. Co., with the Manitoba Government.)

Canadian Pacific Railway Land Sales.

	Acres.		Amount.	
	1900	1901	1900	1901
Jan.	31,485	27,928	\$100,857.85	\$36,752.54
Feb.	23,613	29,370	75,771.19	91,189.58
Mar.	31,183	39,546	90,777.79	122,362.47
	86,281	96,844	\$267,406.83	\$250,304.59

G.T.R. Double-Tracking.

The double-tracking of the G.T.R. between Hamilton and Niagara Falls, 43.51 miles, has been completed from Hamilton to Jordan, 26.46 miles, leaving 17.05 miles still to be done. The surveys for the work were finished in Oct., 1899, and the contract was let in Aug., 1900, to Rogers & Taylor, of Montreal. Generally speaking, the work has been of a comparatively light nature, although there was one pretty big cut just west of Grimsby station, and a long fill between Beamsville and Jordan, 5.80 miles, besides the building of the Jordan creek bridge. On the section yet to be completed there will be a good deal of rock cutting between Merriton and Niagara Falls, besides the grading and the building of a double track swing-bridge to get across the new Welland canal. Below are some details of the work already completed:—There has been no change in the alignment of the road except at the Jordan gorge, where the double track follows the original right of way instead of the reverse curve used as a single track. Regarding changes in gradients, the general instructions were to keep within 15 ft. to the mile, and there has been no difficulty in doing this. The heaviest grade on the double track will

be 263 per 100 ft., or about 14 ft. to the mile; this occurs at M. B. 40, where the original grade has not been altered. At M. B. 39, just west of Stoney Creek, the grades have been reduced from .40 to .26 per 100 ft.; at M. B. 31, between Winona and Grimsby stations, from .333 to .236 per 100 ft.; at M. B. 29, from .30 to .152 per 100 ft., and finally at M. B. 28, where the heavy cut just west of Grimsby occurs, from .50 to .215 per 100 ft.: equivalent to a cutting down of the grade of rather more than one half.

Between Hamilton and Stoney Creek, 6.36 miles, there are three fair sized cuttings containing respectively 3,840, 3,095 and 1,440 cubic yards; outside of these the banks on this section were made up principally from side ditches, and average about 6,000 cubic yds. per mile. From Stoney Creek to Winona, 5.30 miles, the work was quite light, there were no cuttings, the banks averaging 7,100 cubic yds. per mile. Between Winona and Grimsby, 4.84 miles, there were two small cuts and one (just west of Grimsby) which might be called a fairly large one, as it contained about 22,000 cubic yds. Changing the gradient at this point, of course, increased the excavation. The fills adjoining this large cutting would contain about 28,000 cubic yds. Between Grimsby and Beamsville, 4.16 miles, there is only one cut worth mentioning. It is just east of Grimsby station, and contains about 2,700 cubic yds. The balance of the work on this section consisted of a succession of deep gullies which had to be filled in from the high ground on either side. The remaining section from Beamsville to Jordan, 5.80 miles, was one long fill, averaging about 9,000 cubic yds. per mile, which necessitated the acquiring of extra land at several points where the banks were, running over 11,000 cubic yds. to the mile.

With the exception of the cut just west of Grimsby, completed Nov. 1900, with a steam shovel, where a sort of hard shale constantly outcropped, the character of the grading has been of a rather light nature, consisting, generally speaking, between Hamilton and Grimsby of a reddish clay subsoil, covered in places with either a loam or a blue clay deposit. Between Grimsby and Jordan, 9.96 miles, the soil changes, being of a distinctly sandy nature, and very easy to work.

The rails laid weigh 90 lbs. to the yard, and have a base 6 ins.—much wider than is usual. So wide a base as this should add considerably to the life of the ties, but experience only will show how much.

Halifax and Yarmouth Railway.

The provision of railway accommodation between Halifax and Yarmouth, by what is called the South Shore route, has been before the Nova Scotian Legislature in different forms for some years past, and the net result of all efforts has been the construction of 51 miles of line between Yarmouth and Barrington by the Coast Ry. Co. of Nova Scotia, now the Halifax and Yarmouth Ry. Co., and the spending of about \$200,000 in abortive schemes in North Queen's County. By an Act just passed, the whole position has been changed, and the immediate construction of the line may now be reasonably expected.

By the new Act the Governor-in-Council may purchase the existing Yarmouth-Barrington line, and he is also authorized to accept any part of the line already built, and apply all the provisions of the Act thereto. The object of the insertion of these clauses is to ensure the entire 170 miles of line between Halifax and Yarmouth being under one management. The financial arrangements proposed provide for the loan by the Government, to a responsible contractor or company, of cash or Provincial debentures, not