

Victoria, while one of the smallest and youngest of the several states of the Commonwealth, is the most important in regard to wealth, population and commerce, and Melbourne, the capital, is not only the largest city on the continent, but is claimed to possess some of the finest public buildings in the world. The great proportion of the population is resident in the cities, the country population being scattered over the great sheep farms in the interior. Wheat and oats are also largely grown, and a large trade in fruit has been built up, whilst Australian wines have obtained a considerable sale in Great Britain. The gold-fields at Ballarat were discovered in 1851, and were responsible for the very rapid growth of the colony. Victoria has an area of 87,884 square miles, about two-thirds the area of Manitoba, of which one-tenth is under cultivation, outside the area leased to the sheep farmers, some of whom have 100,000 acres or more under their control.

The statistics for the Victoria State railways for 1901, give the following particulars: Miles in operation, 3,237. Equipment: 544 locomotives (including 16 building); 1,179 passenger coaches, 302 vans, 9,392 freight wagons, and 227 miscellaneous vehicles. Total number of employees, 11,956. The expenditure on capital account was £40,145,404, equal to £12,402 per mile for construction and equipment. The operations for the year show receipts from passenger traffic, £1,560,894, and from freight traffic, £1,711,894, making £3,337,794, equal to £1,034 a mile. The working expenses were: maintenance of track, £518,488; locomotive power, £646,192; car repairs, £147,153; traffic, £609,000; compensation, £7,945; general, £56,018; total, £1,984,796. The net revenue was £1,353,001, equal to 3.37% on the total capital cost, or 3.64% on the total of loan money expended. The pensions and gratuities amount to £90,443. The train mileage was 11,066,016; passengers carried, 54,704,062; freight carried, 3,155,697 tons; live stock carried, 226,163 tons.

Mr. Tait is a son of Chief Justice Sir Melbourne Tait of Montreal, and was born at Melbourne, Que., July 24, 1864. He was educated at the High School, Montreal, and entered railway service as a clerk in the audit office of the G.T.R., Sept., 1880, since which time his service has been:—July, 1881, to Oct., 1881, clerk in the office of the Assistant to the President, Chicago and G.T. Ry.; Oct., 1881, to April, 1882, clerk in solicitor's office G.T.R., Belleville; April to Oct., 1882, clerk, General Manager's office, same road; Oct., 1882, to Sept., 1886, private secretary to Vice-President and General Manager C.P.R.; Sept., 1886, to May, 1887, clerk, General Traffic Manager's office, same road; May, 1887, to Feb., 1889, Assistant Superintendent, same road, at Moose Jaw, Assa.; Feb., 1889, to Mar., 1890, Superintendent Ontario division, Toronto, same road; Mar., 1890, to Mar., 1893, General Superintendent Ontario and Quebec division, Toronto, same road; Mar., 1893, to May, 1897, Assistant General Manager, same road; May, 1897, to April, 1901, Manager of lines east of Fort William, same road; April, 1901, to Mar., 1903, Manager of Transportation, same road, at Montreal. In 1890, he married Emily St. Aubert, daughter of G. R. R. Cockburn, Toronto.

F. E. Ward, General Superintendent, has been appointed General Manager Great Northern Ry., U.S.A.

RAILWAY DEVELOPMENT.

Projected Lines, Surveys, Construction, Betterments, Etc.

Algoma Central and Hudson Bay Ry.—During 1902 the Co. laid 16 miles of track beyond Ogidaki, carrying the line to within 9 miles of Pangissin. The regular train service is not in operation beyond Ogidaki, but a mixed train is run three times a week to the end of the track.

Under the arrangement with the syndicate of bankers for financing the operations of the Consolidated Lake Superior Co. it is said the line will be completed to a junction with the C.P.R. main line. (Feb., pg. 37.)

Atlantic, Quebec and Western Ry.—The New Canadian Co., which is incorporated under the Companies' Acts of Great Britain, will apply next session of the Dominion Par-

this latter plan will be followed, as the G.T.R. has recently been considering the raising of its tracks at Napanee station several feet in order to reduce a heavy gradient directly east of the town. Some discussion has recently taken place between engineers representing the Department of Railways, the G.T.R., and the B. of Q. Ry. on the matter, and it will be further discussed at an early date before the Railway Committee of the Privy Council.

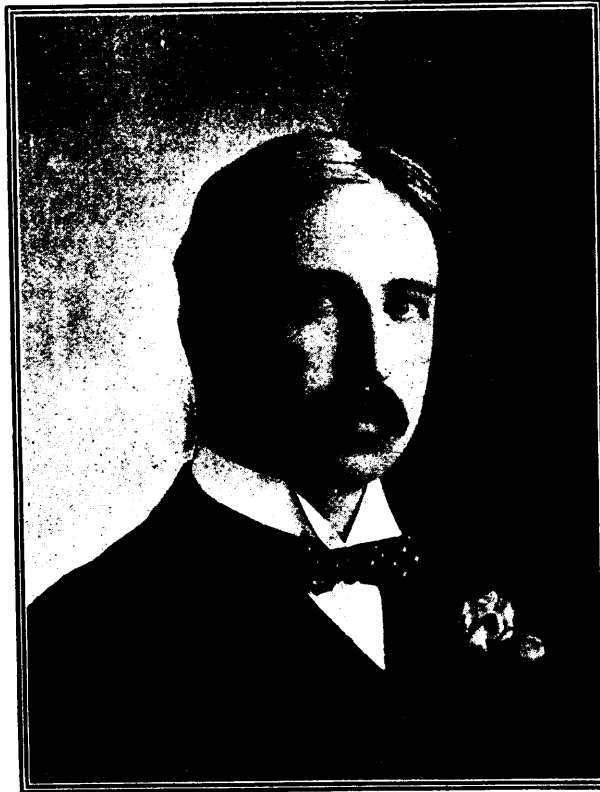
The Co. deposited plans of this piece of line with the Ontario Government, but they were found to be irregular in several particulars upon examination at the survey branch of the Crown Lands Department, and after some correspondence they were returned to the Co. for correction, etc. (Jan., pg. 19.)

Berlin and Bridgeport Electric Street Ry.—This Co. has in operation $2\frac{1}{4}$ miles of electric railway, extending from Berlin to Bridgeport, Ont., of which .8 miles is on the Berlin streets and 1.45 on a private right of way. The line is being operated under lease by the Berlin and Waterloo Street Ry. Co., which also constructed the line, the only outside contractor being P. Weber, Berlin. It is proposed to extend the line to Fergus, via Bloomingdale, Conestoga and West Montrose.

Berlin, Waterloo, Wellesley and Georgian Bay Ry.—Application will be made next session of the Dominion Parliament for the incorporation of a company to construct a railway from Berlin, via Waterloo, Wellesley, Glen Allen, Drayton, Mount Forest, and Markdale to Collingwood, Ont., with power to construct branches to Owen Sound and Wiarton. C. R. Hanning, Ont., is solicitor for the applicants.

Brandon, Saskatoon and Hudson's Bay Ry.—Application will be made next session of the Dominion Parliament for the incorporation of a company with this title to construct a railway from the International boundary, between ranges 23 and 25, west of the principal meridian in Manitoba, via Brandon, Man., and Pas Mission, Sask., to Fort Churchill or York Factory, on Hudson's Bay; from the International Boundary between ranges 16 and 18, west of the principal meridian in Manitoba, north-westerly to a point on Souris river; and from near Brandon to Neepawa, Man., with power to construct branches. Clement and Clement, Brandon, are solicitors for the promoters.

Brockville, Westport and Sault Ste. Marie Ry.—Notice has been given of three applications to be made next session of the Dominion Parliament respecting this Co. In one case the application is said to be in the interests of the judgement creditors, who have taken steps to have the recent sale set aside, and who desire incorporation under the title of the Brockville and Western Ry. (See Feb., pg. 37.) The other two applications are in the interests of the purchasers at the recent sale. In the first of these C. F. Hohn, J. Gerken, V. Schmitt, of New York, and C. P. King, of Philadelphia, Pa., ask to be incorporated under the title of the Brockville and Sault Ste. Marie Ry. Co., and empowered to exercise all the powers conferred in the act relating to the B. W. and S.S.M. Ry., and also for an extension of time to complete the line authorized. In their second application the incorporation of a company to be called the Brockville and North-Western Rd. is asked for, with power to take over the B. W. and



THOMAS TAIT,

Who has been appointed Chairman of the Board of Railway Commissioners for the State of Victoria, Australia.

liament for an act of incorporation, and to enable it to provide terminal facilities at Gaspé Bay, Que. The N.C. Co. will have a capital of \$500,000, and may increase it to \$1,000,000. The Co. controls the charter of the A.Q. and W. Ry.

H. O'Sullivan, C.E., F.R.G.S., is making a preliminary survey from Causapsal, on the I.C.R., to Gaspé Basin, about 270 miles. (Feb., pg. 37.)

Bay of Quinte Ry. The direct line between Deseronto and Napanee, Ont., about 6 miles, has been completed, but trains are not being operated over it, as connection has not been made with the B. of Q. line at Napanee. To do this the G.T.R. main line will have to be crossed, and no arrangement has been announced in this regard. One proposition is to put in a diamond crossing, similar to that at Trenton, where the Central Ontario Ry. crosses the G.T.R. tracks, and another is to construct a subway under the G.T.R. tracks. It is not at all unlikely that