

during this year for the purpose of replacing the present 60-lb. rails between Vancouver and Revelstoke.

Vancouver Hotel.—Among the improvements which will be carried out this year will be the taking down of the old wing of the hotel, and rebuilding it to conform to the new design. (April, 1902, pg. 123.)

Winnipeg Station and Subway, Etc.—After lengthened negotiations between the city council and the company an agreement was reached a short time ago in reference to the construction of a subway on Main st., the erection of a station building and hotel, etc. The agreement provided for the closing of certain streets, and if ratified by the Manitoba Legislature work was to be commenced within a month thereafter. The Legislature refused the required ratification, and negotiations have been started over again. The plans submitted to the city council provided for the erection of a station and office building on Higgins ave., between Main and Mede sts., an hotel on the corner of Main st. and Higgins avenue, and a subway 100 ft. wide on the west side of Main st., the latter to be completed by Jan. 1, 1904. (Feb., pg. 53.)

The str. Montreal, built at Toronto in 1902, and being completed for the Richelieu and Ontario Navigation Co., was burned at Montreal recently. The loss is estimated at about \$400,000. A new steamer will be built.

Railway Track Laid in 1902.

In our Feb. number we published a table giving details of the mileage of steam and electric railways constructed in Canada during 1902. Owing to the fact that official information was not available from one or two companies, approximate figures were given in those cases. Some additional information is appended in regard to the electric railways:

Cape Breton Electric Co.:	Miles.
Town of Sydney.....	7.20
North Sydney to Sydney Mines.....	2.00
Sydney and Glace Bay Ry.....	9.20
Winnipeg Electric St. Ry.....	19.00
	1.252

These figures reduce the total given from 78,589 miles to 77,041 miles of electric track laid. This includes, with one exception, the whole of the track laid by electric railway companies during 1902. We have been unable to obtain any information from the Montreal Terminal Ry., and cannot say what track, if any, it laid last year. The Suburban Rapid Transit Co. of Winnipeg completed the grading and bridging of 3½ miles of track from Winnipeg to Sturgeon Creek.

The following figures give the double track laid on steam railways:

Canadian Pacific Ry.:	
Brigham Jct. to Farnham, Que.....	6.40
Grand Trunk Ry.:	
Whitby Jct. to Darlington.....	9.86
Jordan to St. David's.....	14.01
	23.87

The G.T.R. also constructed 79.43 miles of double track between Port Huron, Mich., and Chicago.

Michigan Central Rd.:	
Ridgetown to Bismarck	18.17
	48.44

Canadian Merchant Marine Meeting.

A convention of those interested in the Canadian inland mercantile marine will be held at Ottawa, Ont., April 7, for the purpose of discussing matters of importance to the shipbuilding and shipping interests on the St. Lawrence river and Great Lakes. The convention has been called at the instance of the Kingston Board of Trade, which has recently been considering the taxes, fees and tolls levied upon Canadian transportation companies and carriers. The charges specially complained of are tonnage dues and inspection fees; fees payable to customs officers for services after hours and on holidays, and canal tolls. Upon the first point it is urged that the inspection service was established in the public interest and, therefore, it should be a charge on the general revenue and not on the shipowners; it is also asked that there should be a reciprocal arrangement with the United States regarding inspection. In regard to the second point it is pointed out that it is illogical to ask shipowners to pay for the hours customs officers work overtime in order to meet steamers at night, when no charges are made during the official hours of business of the customs houses. The canal tolls, it is

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