

RAILWAY NOTES.

It is stated that the Southwestern Traction Company's trolley system will be in operation between London and St. Thomas by the first of April.

The Canadian Pacific Railway Company will build terminals at Lethbridge, Alta., including a ten-stall round-house, freight shed 500 feet long, and the necessary repair shops.

Canadian railways have already placed orders for 200,000 tons of rails, for delivery in 1906. These rails will be made at the two big Canadian mills, at Sydney, C.B., and Sault Ste. Marie.

The C. P. R. has asked the Railway Commission for approval of a new line, running from a point on their line near Woodstock, through Brantford, to Hamilton, and from Hamilton, through Grimsby, to Niagara Falls.

The Grand Trunk Pacific survey into Edmonton has been completed, and the two possible routes completely delineated, are already before the engineering chiefs of the railway in Montreal for consideration and final choice.

On February 1st, Mr. John J. Beck, of Fort Erie, will assume the position of superintendent of the Union Station, Toronto, the retirement of Mr. Wm. Gormally, the present superintendent, being rendered necessary through ill-health.

The route of the new Canadian Pacific Railway line which will connect Ottawa directly with the Georgian Bay, has been submitted to the Minister of Railways and Canals for approval. The proposed line is known as the Georgian Bay and the Seaboard Railway.

It is said that the three electric railways in and around the city of Brantford, Ont., viz., the Grand Valley Railroad, the Brantford Street Railway and the Thames Valley Railroad, have changed hands. These three roads formerly belonged to practically the same people. The roads have been sold to Toronto capitalists.

C. P. R. engineers are now engaged in making the final surveys for a gigantic "loop" in the main line in order to reduce the objectionable heavy grade at Field. The proposed new loop will be about twenty miles in length and will reduce the steep grade on what is known as the "big hill" to a minimum. The question of doing away with the steep grade at Field has been under consideration by the management of the C.P.R. for some time.

The Niagara, St. Catharines & Toronto Railway Company gives notice of application to Parliament for charter to build lines from Thorold to Welland, Port Colborne, Fort Erie and Niagara Falls; from Niagara Falls to Niagara-on-the-Lake, from St. Catharines to Niagara-on-the-Lake, and from Thorold or Niagara Falls to Brantford, a total length of about one hundred and fifty miles. The N. S. & T. Company also wants to increase its capital, to have the right to amalgamate with any other road, and to make arrangements with power transmission companies for the joint use of right of way.

The Grand Trunk has decided to spend more than a million dollars by placing the following exceptionally large orders for motive power: Ten ten-wheel passenger engines, with the Locomotive and Machine Company, Montreal; ten ten-wheel passenger engines with the Locomotive Company, New York; fifteen Richmond compound consolidated engines, Canada Foundry Company, Toronto; forty Richmond compound consolidated engines, Locomotive and Machine Company, Montreal, making in all 81 locomotives, 20 of which are passenger, and 61 freight engines.

MINING MATTERS.

The Nova Scotia Steel & Coal Company are preparing to open a new colliery at Sydney Mines, N.S., to be operated almost entirely by electric power.

The Anderson Stone Quarry Company, of Amherstburg, has been reorganized with a capital stock of \$1,000,000, and will begin operations in about two months. It is said that \$50,000 has been spent in new machinery and that one hundred men will be employed.

The Golden Key Mining Company, Hillside, Ariz., is installing a power plant to operate its mining machinery. Contract has been closed for two of the well-known "Hornsby-Akroyd" oil engines, sixteen horse-power each, built by the De La Vergne Machine Company, of New York.

The headquarters of the Gypsumville Mining Company is to be removed to Logan, on White Mud river, not far from Westbourne, where the product of the mines owned by the company on Lake Manitoba will be manufactured. The C. P. R. will, it is understood, build a spur line from Westbourne to the works.

Last year 227,000 tons of ore were received at the C. P. R. smelter at Trail, B.C. From these ores there were produced 82,000 ounces of gold, 1,360,000 ounces of silver, 13,280,000 pounds of lead, and 4,529,000 pounds of copper. The refined product consisted of 9,200 ounces of gold, 1,088,000 ounces of silver, and 16,393,000 pounds of lead. Considerable improvements and addition are being made to the smelting and refining plant at the present time in order to get it up to the highest pitch of perfection possible.

LIGHT, HEAT, POWER, ETC.

Cecil B. Smith, of the Ontario Hydro-Electric Power Commission, has left for Hamilton, where he will make some enquiries regarding electric power, its price and cost of production, and matters generally connected with electrical energy. Something of an important nature in the form of a report will be prepared for the coming session of the Legislature.

The City Council of Charlottetown, Prince Edward Island, has passed a resolution denouncing the action of the Charlottetown Light and Power Company in increasing flat rates on commercial and domestic lighting in violation, it is claimed, of an agreement whereby the company is to light the city for five years. The resolution also states that unless the increase is withdrawn the city will install its own electric plant.

The Stark Electric Light, Power and Telephone Company has come forward with an offer to purchase the municipal lighting plant of Paris, Ont., making it the centre of a radius of fifteen miles, in which the company will supply light, power and telephones. The Town Council has set a price of \$50,000 upon the plant. The company states that it will sell power at eight cents a kilowatt, while the telephone rates will be one cent a call, with a maximum rate of \$15 for residence and \$25 for business telephones.

The Pittsburgh Reduction Company, which makes aluminum, has contracted with the Niagara Hydraulic Power Company for the delivery of 27,000 horse-power by May 1. This contract is 2,000 horse-power greater than the recent contract between the New York Central and the Niagara, Lockport and Ontario Power Company, and is greater than the total horse-power of any European development. The extent of the development at the Falls is thus strikingly illustrated.

The Board of Trade and other Amherst citizens have with David Mitchell, manager of the Maritime Coal Company, Maccan, had under consideration for several months a scheme for transmitting from Maccan electric power generated at the mine, for the use of industrial plants at Amherst, at a rate much below the present cut. A right-of-way has been secured—the distance being about nine miles—and an electrical engineer has just entered upon the duty of working out the details for a report which will be submitted to the Board of Trade.