

work is rather heavy excavation in a rocky and rough country, very similar to that between Lake Superior and Manitoba. Grading operations were carried on during last fall on a 10-mile section of the line from the boundary line between Halifax and Lunenburg counties, easterly, by J. A. Wheaton. This work was put in hand in lieu of going on with grading for a similar distance from the junction with the I.C.R. near Bedford, easterly, the plans for which had not been approved of by the Government. (Nov., 1902, pg. 382.)

Hamilton and Caledonia Ry. (Electric).—Surveys are being made for the location of this projected line from Hamilton to Lake Erie at Selkirk, Ont., about 38 miles, by J. W. Tyrrell, C.E. It is intended to run the line from James St., south, through the south part of Hamilton going easterly, and then it will start ascending the mountain about Wellington st., running eastward to about Erie ave., then turning into Wentworth ave., along the Barton and Glanford road to the top of the mountain, which will be overcome by a 4% grade. At Caledonia the line will probably go under the G.T.R., and the Michigan Central Rd. will probably be crossed by an underground crossing near Dean's station. At Cayuga the Grand river will be crossed by the highway bridge, which will have to be widened and strengthened. The G.T.R. southern division tracks will be crossed at Cayuga by an overhead bridge. The line will follow the highway for the whole distance from Hamilton to Selkirk, except between Caledonia and Cayuga, where the river road will have to be departed from at several points to avoid the likelihood of damage caused by spring floods. Tenders will probably be asked for about Feb. At the Dec. session of the Wentworth county council, a right of way was given over the Barton and Glanford road in consideration of \$5,000 in the Co.'s stock. (Nov., 1902, pg. 382.)

The Hamilton Electric Light and Cataract Power Co., which controls the Hamilton street railway, the Hamilton Radial and the Hamilton and Dundas railways is making extensive additions to its power house in Hamilton. The new building is 50 by 140 ft., and the engines to be installed will develop 4,000 h.p. This additional power will be used to relieve the strain on the DeCew falls water-power supply station when the demand on it is heaviest.

Hamilton, Grimsby and Beamsville Ry.—It is proposed to take power from the Hamilton Electric Light and Cataract Power Co. at Grimsby for that end of the line.

It was expected that the extension of 4 miles to Vineland would be completed early in Dec., but some unforeseen delays occurred and it is now stated that the line will be finished early in Jan.

The Co. has, with the consent of the Beamsville council, moved the Gibson tramway from High st., to an old road allowance between Mountain st. and the intersection of King and Ontario sts. (Nov., 1902, pg. 382.)

Hamilton Radial Ry.—A spur about half a mile long is being constructed to connect with the new works being erected at Hamilton, Ont., for the International Harvester Co.

The Co.'s line now extends to Port Nelson, about 12 miles from Hamilton, and one mile beyond Burlington. It is expected that work will be commenced early in the spring to extend the line to Oakville about 11 miles further, where a junction will be made with the projected extension of the Toronto and Mimico Ry. (Feb., 1902, pg. 57.)

Hazleton to B.C. Boundary.—Application will be made next session of the B.C. Legislature for an act incorporating a company to construct railways from Hazleton to the northern boundary of B.C. via Teslin or Atlin

lake; from Hazleton to the eastern boundary of the province via the Peace River pass, the Pine River pass or both. Cornwall and Rogers, Victoria, B.C., are the solicitors.

Huntsville and Lake of Bays Ry.—Application will be made next session of the Ontario Legislature for an act extending the time within which the lines authorized may be constructed; or if necessary for the revival of the charter. The charter is owned by the Huntsville, Lake of Bays and Lake Simcoe Navigation Co. (Ltd.) (Nov., 1902, pg. 382.)

Huron, Bruce and Grey Electric Ry.—The Goderich taxpayers have passed a by-law to take \$50,000 of stock in this Co., \$6,000 as each mile is completed, track to be laid to Smith's Hill before the last payment is made. Colborne township is being asked to subscribe \$25,000 in stock. It is said that as soon as this by-law is obtained construction will be proceeded with. (April, 1902, pg. 124.)

Temiskaming and Northern Ontario Ry.—It is expected that the number of men engaged in grading will be increased during the winter to 1,000. About 10 miles of track had been graded and was ready for track laying early in Dec., and it is expected that the first 35 miles, on which there is a great deal of rock work, will be completed during the winter. The next 15 miles is principally light work, and will not be gone on with until spring. It was expected to complete the work of location to the end of the 70th mile by the end of 1902; the work of locating the line for the remaining 40 miles will not be gone on with until the summer. The Commissioners have not yet come to any decision in reference to the location of the southern terminal of the line. A contract for 175,000 ties has been let to T. Wallace, of North Bay, and the Algoma Steel Co., Sault Ste. Marie, Ont., has been awarded the contract for 8,200 tons of 80 lbs. steel rails at \$32 a ton of 2,240 lbs. f.o.b. at North Bay, deliveries to be made one-third on May 15, June 15, and July 15 respectively.

The sub-contractors are as follows: mileage 1 to 6, Douhoney and Donovan; mileage 6 to 10, Murdoch Bros.; mileage 10 to 12, J. Kirk; mileage 12 to 15, Polenzie and Curran; mileage 15 to 18, Westerdall and McDonald; mileage 18 to 21, J. Sherwood; mileage 21 to 23, Ryan and Carleson; mileage 23 to 25, W. C. Chambers; mileage 25 to 30 (not let); mileage 30 to 35, S. Swensen. (Nov. 1902, pg. 386.)

Grand Trunk Pacific Railway.

The formal notice that application will be made at the ensuing session of the Dominion Parliament in behalf of G.T.R. interests for an act incorporating the Grand Trunk Pacific Ry. Co., to construct a railway from Gravenhurst or North Bay, Ont., on the G.T.R. to the Pacific coast, appears on pg. 22 of this issue, from a perusal of which it will be seen that very extensive powers are asked, which, if granted, will put the Co. in a position to carry out the scheme on a scale commensurate with its importance.

As stated in our last issue, F. W. Morse, Third Vice-President, and W. Wainwright, General Assistant and Comptroller, left Montreal on a trip to the Pacific Coast, prior to the announcement of the intention to construct the line to the Pacific coast, and reached Winnipeg on the day when the announcement was made in Montreal. Their mission appears to have been to visit the chief places in the west and confirm the announcement in an official way and generally to look over the situation. From Winnipeg they visited Regina, Calgary, and Edmonton, and from Edmonton drove out about 50 miles in order to get an idea of the country to the north and

along the Saskatchewan Valley. In that district they found what Mr. Wainwright describes as "a perfect sea of uncultivated land." Vancouver and Victoria were also visited, and from thence Messrs. Morse and Wainwright went to Seattle, Tacoma, Portland and San Francisco, to obtain information respecting the steamship trade to China, Japan and Australasia, returning to Montreal via New Orleans, St. Louis and Chicago, making a trip of over 9,000 miles in about a month.

The route proposed to be followed is from either Gravenhurst or North Bay, north-westerly and westerly to the Pacific coast near Port Simpson or Bute Inlet, or any other point, via the Peace river pass, the Pine river pass, or any other pass, with branch lines to Winnipeg, Regina, Calgary or any other point. This gives the Co. a very wide latitude, but a more definite route will probably be outlined when the bill comes before Parliament, or will be decided upon in committee, where, whatever opposition on the part of the Canadian Northern Ry., the Trans-Canada Ry. or other companies holding charters to construct lines through portions of the country affected, may be expected to be fought out. At Victoria Mr. Morse is reported to have said it was the Co.'s intention to run north of the C.P.R. line all the way; that from the starting point in Ontario the line would run north to the height of land and then direct to Winnipeg. However that may be, survey parties will be placed in the field from North Bay, Winnipeg, Edmonton, and the coast, and construction will also be started simultaneously from a number of points. The time estimated for getting the line pushed through is about five years.

The position of Quebec in connection with the projected line is definitely brought before the country by the passing of a series of resolutions by the Quebec Board of Trade declaring that any new transcontinental line should traverse the country from ocean to ocean by the shortest possible route, that the location selected for the Atlantic terminal should compel the shipment of goods by Canadian ports, and that such new line should be located so as to benefit undeveloped portions of the country. The resolutions then point out that the projected line in connection with the existing G.T.R. system would not provide a shorter route than by existing lines reaching Quebec, that the tendency of the G.T.R. has been to develop trade in the direction of U.S. terminal ports, and that the route suggested for the Trans-Canada Ry. is the shortest. In conclusion, the resolutions set forth that the G.T. Pacific Ry. Co.'s plans do not commend themselves to the Board of Trade, and asks for assistance to the Trans-Canada Ry. in preference. Referring to a probable application for subsidies, the Minister of the Interior is reported to have said that the G.T. Pacific Ry. Co., or any other company applying for the same in respect of a transcontinental line would have to provide a terminus at a Canadian port, and export its freight through Canadian channels, and further that a Quebec port far enough east to be kept open all the year round, should be selected as the eastern terminal. C. M. Hays, Second Vice-President and General Manager, was interviewed upon this point, and stated that Quebec would not be left out by the Co.

Suggestions were made that the Co. would probably construct the line without Government aid, but Mr. Hays says that subsidies will be applied for in the usual way. He recently had a conference with some of the members of the Dominion Government, when it is not improbable that the matter of subsidies was discussed. The Minister of the Interior, discussing the matter of subsidies, is reported to have said that if there were any assistance given to the railway it would not take the form of land grants.