

Railway Matters.

The Yarmouth, N.S., street railway is to be reopened.

The C.P.R. will this year build an extensive addition to the shops at Moose Jaw.

The C.P.R. extension to Kirkella, Man., has been located, and construction will shortly be commenced.

Engineers are at work at Belleville laying out improvements on the G.T.R. to accommodate the increasing grain traffic from Midland.

British Columbia is agitating to have the Dominion Government build a railway to open up the lower Okanagan and Similkameen Valleys.

Plans have been made for the elevation of the G.T.R. tracks in Montreal from St. Henri to Bonaventure station, which will cost \$2,500,000.

The C.P.R. will build a cut off west of the bridge at Galt, which will give an easier grade. It will cost over \$100,000, but will save a large amount of fuel in operating trains.

The Canadian Northern Railway Co. is adding to its equipment over 1,000 box cars, 3 sleeping cars (the first owned by them) and a number of baggage and stock cars.

The Canadian Northern expects to lay more track this season than has ever been laid in one year in the West, and to beat the record of the C.P.R., which was 446 miles in 1882.

Reports are coming in from the Trans-Canada survey parties in the field, and they all agree as to the great resources of the country through which it will pass, and its favorable character for railway construction.

A. J. DeB. Corriveau, of Montreal, has interested a number of United States capitalists in a scheme to build an electric railway through the Eastern Townships. The first line projected is to run between Montreal and Valleyfield and St. John's.

A party of Pere Marquette engineers have been making a survey for a line crossing the Welland canal between Allandburg and Port Robinson, thence through Stamford township to Niagara Falls, where a bridge will be built.

The Montreal Street Railway Co. will expend nearly \$100,000 in repairs this season. New track will be laid with 96-lb rails on steel ties, embedded in concrete, with granite blocks between the rails and for 18 inches on each side. Twenty-five new cars are being built, with 28 foot bodies and removable windows.

The Galt, Preston & Hespeler electric railway is to be double tracked between Galt and Preston, half way this year, the remainder next. A cut off will be built in Preston to shorten the distance to Hespeler and to avoid the heavy grades at the crossing of the Speed. A more level connection will also be made with the C.P.R. at Galt.

The C.P.R. has ordered 242 iron bridges to replace the wooden ones on their lines. The companies that have secured contracts are: Canada Foundry Company, 69; Dominion Bridge Company, 160; Hamilton Bridge Company, 11, and the King Bridge Company, 2. They are all to be delivered this year. C. N. Monsarrat is engineer of bridges.

Mr. Lancaster, M.P., has reintroduced his cattle guards bill at Ottawa, but in view of the forthcoming report of the cattle guards commission it has been referred to the Railway Committee. The question of guards came up recently in the Utah State Legislature under a bill compelling railways to pay for animals killed on the tracks, whether due to accident or not. It was contended that such an act would encourage carelessness on the part of farmers, to which reply was made that railways never paid for animals killed until compelled by the courts, that all such legislation was controlled by the railways, and that "the railways ought not to have more rights than the people." Further consideration was postponed.

The terminus of the Temiskaming Railway has been fixed at North Bay, satisfactory arrangements having been reached with the C. P. R. An additional order for 1,500 tons of steel rails has been placed with the Cammell Company, thus bringing the total order up to 9,700 tons. There is every prospect that 72 miles of the road will be finished this year.

W. T. Jennings, C.E., of Toronto, has three gangs of surveyors working on a high voltage pole line between Toronto and Niagara Falls, crossing Hamilton Beach, but it is supposed they are also making surveys for an electric railway, probably the Electric Railway and Power Company between Toronto, Hamilton and the Falls, for which a charter was recently obtained.

An application by L. T. Barclay, of Whitby, and others for authority to construct a railway or tramway from a point at South Bay, on Lake Nipissing, in a general southwesterly and southerly direction, to some point on the Georgian Bay, thence to Lake Simcoe, and a point on the C.P.R. in the Counties of Dufferin, Peel or York; also from the Georgian Bay to a point on the C.P.R. between Myrtle and Peterborough; also from South Bay, via Callendar, to North Bay, is supposed to indicate a desire on the part of the C.P.R. to obtain a line between Toronto and North Bay independent of the Grand Trunk.

On the 24th of April, 1851, the directors of the Bytown and Prescott Railway met at Gilham's hotel, Prescott, to receive the report of the engineer employed to survey the lines and decide the route. Mr. Shanley made his report and produced the chart of four lines. The eastern terminus, it was stated, would in all probability be at the lower end of the town, almost in front of the Fort, and the line will thence take a northern direction to Spencerville or near it, and from there to Kemptville. From Kemptville it will pass up the east side of the Rideau river, entering Bytown in the Lower Town. The distance will be 52 miles and the cost, when completed, about £180,000. This road, one of the earliest built in Canada, is now part of the C.P.R.

The Grand Trunk report for the half year ending 31st December, 1902, has just been received. The following items relate to engineering features: The line worked by the company has been decreased 3 miles by the taking up of the remaining rails on the Chemong branch; the doubling of the track between Hamilton and Niagara Falls has been completed with the exception of a short distance between St. Catharines and the Welland canal; 9 miles of double track east of Whitby have been completed, and the remaining 24 miles to Port Hope will probably be done this season, which will complete the double track between Toronto and Montreal; 33 freight engines, 25 passenger cars, 1,000 box cars and 687 platform cars have been built in the company's shops and 355 box cars purchased; 14 new stations have been built. Work on improvements has been retarded by the difficulty in obtaining labor. Working expenses have been considerably increased by the high price of fuel arising from the coal strike. The gross receipts show an increase of 9.42 per cent., and the working expenses an increase of 12.39 per cent. On the whole the report is optimistic.

QUEBEC LAND SURVEYORS.

The land surveyors of the province of Quebec met in the Parliament Buildings, Quebec, on April 17th. A number of matters affecting the profession were discussed, and the following elected officers of the association: J. N. Gastonguay, president; Hon. J. P. B. Casgrain, and P. C. Talbot, vice-presidents; C. E. Gauvin, treasurer; F. X. Fafard, syndic. These, with J. E. Sirois, Ste. Anne, Kamouraska; Thomas Breen, Quebec; G. K. Addie, Sherbrooke; H. B. Tourigny, Pte. Julie; McLea Walbank and H. Irwine, Montreal, constitute the board of directors.

Hon. W. Pugsley, Attorney-General of New Brunswick, and other capitalists, have, it is said, bought ten gold quartz claims on Princess Royal island, off British Columbia, which an expert opinion thinks will run \$100 to the ton.