

tions of the scenery from the International boundary to the Atlantic coast, there is a valuable topographical map, showing the many peaks of the Green Mountain State, and of the rivers and lakes which abound and make the country so attractive to tourists. It was printed by the Mail Job Printing Co., Toronto.

Ticket agents requiring folders of the Canada Atlantic, Chicago, Milwaukee and St. Paul, Delaware, Lackawanna and Western, Great Northern U.S.A., Illinois Central, Intercolonial, Lake Erie and Detroit River, Lehigh Valley, Mexican National, New York Central, Niagara Gorge, Niagara, St. Catharines and Toronto, Pennsylvania, Quebec and Lake St. John, and West Shore railways, and of the Northern Navigation, Northwest Transportation, and Richelieu and Ontario Navigation Cos., can obtain them by communicating with the Railway and Steamship Folder Display Co., Toronto.

The G.T.R. has got out a reissue of four of its folders, illustrative of the northern holiday resorts of Ontario reached by its line. These folders describe the Muskoka lakes, the Lake of Bays, the 30,000 islands of Georgian Bay, and the Kawartha lakes regions, and are full of information for the tourist which, taken in conjunction with the fine half-tone luxotype engravings on every page, makes each folder not only a reliable guide to, but an acceptable souvenir of each district. The maps show the G.T.R. routes, the Muskoka Navigation Co.'s boat routes and the different stage routes throughout the whole district. The series was printed by the Mail Job Printing Co., Toronto.

The G.T.R. has just issued its Pan-American folder which, for variety of information and typographical excellence, is one of the best ever put out by the Co. It contains a brief history of the growth of the movement for holding the exhibition; an account of its scope and varied attractions, and then branches off into a description of the Canadian points reached by the G.T.R. system from Buffalo. Special stress is laid upon the attractiveness of the Muskoka district, the Magnetawan River, the 30,000 Islands of Georgian Bay, the less known but equally beautiful Kawartha lakes region and the Thousand Islands of the St. Lawrence. The folder is well illustrated with views of the principal buildings at the Exhibition, and of the Canadian resorts, has a plan of Buffalo with the rail and car routes, and a map of the Exhibition grounds, while at the end there is a large new map of the Highlands of Ontario, showing the whole country from Toronto to Kingston, and northward to North Bay, with special sectional maps of the more attractive districts. The production of this folder reflects great credit on the Co.'s Advertising Agent, H. R. Charlton, under whose regime there has been a great improvement in the character of the advertising matter sent out.

The G.T.R. in Buffalo.

The following circular was recently issued by the G.T.R. General Passenger Department:—

Commencing April 1, the passenger trains of the G.T.R., which now arrive at and depart from Buffalo, Erie Street station, via the Buffalo and Goderich line and the International bridge, will arrive at and depart from the Exchange Street union station of the New York Central and Hudson River Rd. in Buffalo.

The Erie street station now used by the G. T. in Buffalo will be closed so far as passenger traffic is concerned.

By all routes, both from the East and West, the through trains of the G.T. will continue to run via Niagara Falls, arriving at and departing from the Lehigh Valley station on Washington Street, Buffalo.

Local passengers will not be carried on G. T. trains between Black Rock and the Exchange Street union station.

Tickets must not be sold or baggage checked for the trains in question from any station on the G.T.R. or connecting lines via Buffalo to any point beyond Buffalo. All through passengers for or from points beyond Buffalo must be ticketed and baggage checked via Niagara Falls, Ont., or Suspension Bridge, N.Y.

The present forms of local tickets to and from Buffalo which have been used for ticketing passengers via International bridge to and from Erie Street station, Buffalo, will be used to and from Exchange Street union station, Buffalo, and the same fares will be used to and from Exchange Street union station, Buffalo, as are now in use to and from Erie Street station, Buffalo.

Grand Trunk Betterments, Etc.

The improvements being carried out for the alteration and extension of the G.T.R. terminals at Portland have been rendered necessary by the great increase in the Co.'s business there. During 1900, the traffic showed an increase of 50% over 1899, and the arrangements for dealing with it were found to be not only inadequate, but more expensive than the modern facilities to be provided will be. Work has been in progress all winter, and work on a new wharf, one of three planned, and a station is now in progress.

The new wharf will be 550 ft. long, and 350 ft. wide, giving an area of 125,000 sq. ft.; it will be accessible by four tracks, and will accommodate steamers on both sides and at the end. It is contemplated to rearrange the entire trackage facilities in the yard, and to erect a new passenger station at the corner of Fore and India streets to replace the one demolished in March. There will also be erected a car repair shop, with a frontage on Fore St., and a new freight house leading off the same street, the latter being equipped with increased team track accommodation. The round-house, which was adjacent to the old passenger station, has been removed to Deering, where the stockyards are located, 2½ miles west of Portland.

The new elevator, which is to be erected at once, will make the third owned by the G.T.R. in the city, and will bring its elevator capacity in Portland up to 3,000,000 bush. The elevator was designed by John S. Metcalfe Co., Chicago. Following are the dimensions:—

Total capacity.....	1,500,000 bush.
Width.....	101 ft.
Length.....	229 "
Height.....	177 "
Number of bins.....	208
Depth of bins.....	70 ft.
Capacity of bins.....	1,600 to 9,800 bush.
Number of elevator legs.....	14
Capacity per hour of each leg.....	10,000 bush.
Number of scales.....	14
Capacity of scales in lbs.....	8,400
Capacity of scale hoppers.....	1,400 bush.
Number of power shovels.....	14
Number of distributing trolley spouts.....	44
Length of power-house.....	105 ft.
Width of power-house.....	47 "
Number of boilers, vertical tubular.....	4
Horse-power of each boiler.....	250
Style of engine and number, two horizontal Corliss.....	
Horse-power.....	1,000

In addition to this there will be a conveyer system from the new house arranged at three separate points. The total length of this gallery system will be 2,735 ft. all equipped with 36 belts. A portion of this system will be fitted with two belts running side by side. The new elevator will be erected 350 ft. to the northwest of the other large elevator, but will be so equipped that the carriers of the present structure can be utilized by both buildings. For foundation purposes 4,000 piles were used.

The cost of the elevator, \$300,000, is being financed by three Portland institutions: the Portland Savings Bank furnishing half the amount; and the Casco National Bank and the Union Mutual Life Insurance Co., \$75,000 each. These loans will be made at 3¼% with the understanding that \$7,000 of the bonds shall be retired every year until the whole indebtedness is cancelled.

The Co. contemplates the erection of a cold storage plant at Portland, but the details have not yet been fully completed. The plans will provide for accommodation for 150 cars of fresh meats and perishable goods.

As far as can be ascertained it is doubtful whether the double tracking between Hamilton and Niagara Falls, which has been completed to Jordan, as fully described in our last issue, pg. 109, will be gone on with this year. Contracts have not yet been let for the erection of the bridges over the Jordan river and Welland canal.

British Columbia's Railway Policy.

The B.C. Government introduced its railway bill on April 24. It provides for a loan of \$5,000,000 for the purpose of aiding in the construction of railways and other public works. It has a preamble reciting the desirability of opening up the Province, and then proceeds to make it lawful for the Governor-in-Council to grant aid not exceeding \$4,000 a mile to standard-gauge railways from the following points:—From the coast in the neighborhood of English Bluff, near Point Roberts via Chilliwack and Hope to Midway, 330 miles. From the present terminus of the E. and N. Ry. to the north end of Vancouver Island, 240 miles. From Rock Creek to Vernon to connect with the Shuswap and Okanagan Ry., 125 miles. From the coast near Kitimat to Hazelton, 100 miles. Fort Steele to Golden, 150 miles. Debentures are to bear interest at 3½%. The terms of agreement, which must be subscribed to by any company undertaking any of these roads, and to which the subsidy is attached, are as follows:—Unless the work is commenced before July 1, 1902, and duly prosecuted, all claim to the subsidy is cancelled. The subsidy is not payable till the road is in running order, or until guarantees are given of the continuous maintenance and operation of the railway. Four per cent. per annum of the gross earnings of the railway to be paid to the Province, and to constitute a first charge on the gross earnings. The railway obtaining the subsidy shall be constructed wholly and as a continuous line within the Province. The Lieutenant-Governor-in-Council to have absolute control of rates, and in the event of the railway becoming subject to the jurisdiction of the Dominion the same is to be deemed a contract between the Province and company. Road may be acquired at any time by the Province at a valuation to be determined by arbitration. In the event of arbitration no sum is to be entertained by the valuator for the franchise of the company. That conditions of the section may be varied at any time as the Governor-in-Council may deem advisable; always provided that the control of the subject matter referred to in the section by the Government of B.C. may not be abrogated. That in the event of a charter being granted by the Dominion for a line over or parallel to the route proposed, the foregoing conditions shall be assumed and carried out by the company so incorporated as a contract and obligation prior to any other charge. That such terms and conditions as necessary may be imposed by the Governor-in-Council for the carrying out of the provisions.

The bill provides for a daily steam ferry service from the terminus of the Coast-Kootenay line at Point Roberts to Vancouver Island, to connect with Victoria. Proper