

President, in an interview, stated that Montreal would always remain the location of the principal shops of the Co. The successful carrying out of the projected G. T. Pacific Ry. will probably have an important bearing on the matter.

Kingston Subway.—The Railway Committee of the Privy Council has ordered the construction of a subway under the tracks at the Montreal st. crossing, just outside Kingston, Ont. The Co. will have to bear the expense of the subway, about \$25,000, and the city of Kingston and the county of Frontenac the cost of the approaches, \$5,000. The Kingston city council is not satisfied with the arrangement, and is making application to the Railway Committee of the Privy Council to have the question reopened. (Dec., 1902, pg. 403.)

Toronto Yard Accommodation.—Plans have been prepared for the extension of the yards at Toronto, and laying out the site of the old Parliament buildings as additional yard accommodation. Negotiations are going on with the city authorities with a view of obtaining rights across certain streets between the present tracks and the old Parliament buildings and adjacent thereto. (Dec., 1902, pg. 405.)

Magnetawan River Ry.—The official inspection of this line from Burk's Falls to the Magnetawan river at the wharf, 1.32 miles, was recently made by R. McCallum, Inspector for the Ontario Department of Public Works, and a certificate permitting its operation was given. Freight is being moved over it.

Collingwood Improvements.—A number of additional sidings have been constructed at Collingwood, Ont., and press reports say other improvements are contemplated, with a view of shortening the run between Toronto and Collingwood.

Burlington Swing Bridge.—The swing bridge over the canal at Burlington beach, Ont., on the old Northwestern line, is being reconstructed.

Hamilton Improvements.—The Co. and the city council have reached an agreement respecting the matters in regard to which the council desired to obtain an order from the Railway Committee of the Privy Council. Under the agreement the Co. has permission to connect its main line and the old Northwestern railway near Strachan st., where the Co. will construct sidewalks and jointly with the council will construct bridges over the line at Ferrie st. and at Wellington st. A by-law confirming this agreement has been passed.

Hamilton-Niagara Falls Double-tracking.—The double track between Hamilton and Niagara Falls, Ont., has been finished with the exception of the bridgework at Twelve Mile creek, and over the Welland canal. The Twelve Mile creek is situated about two miles east of St. Catharines, and work on this was somewhat delayed owing to a fire at the tool house of the bridge building company, which caused some \$10,000 damage. The track is laid up to the bridge, and pending its completion the single track is being used between St. Catharines and Merriton. The Welland canal will be crossed by a double-track swing bridge. A temporary single track bridge has been erected, and is in use for east bound traffic, west bound trains going through the tunnel under the canal. When the bridge is completed the tunnel will be abandoned, except in cases of emergency. These two bridges are expected to be completed early in the spring. (Dec., 1902, pg. 405.)

Brantford Deviation.—The right-of-way for the deviation from Lynden to the Harrisburg branch, has been fenced in, and some grading had been done when the condition of the weather brought about a suspension of operations. The grading is expected to be

completed within a month or six weeks after work is resumed in the spring. (Dec., 1902, pg. 405.)

Brantford Station.—In connection with the bringing of the Niagara Falls-Windsor main line through Brantford, a new station is to be erected there during the summer. The Manager, F. H. McGuigan, recently informed the city council that plans were being prepared, and would be sent to the council at an early date.

Woodstock Station.—The question of a site for the projected new station has not been decided. C. M. Hays, 2nd Vice-President and General Manager, recently had an interview with the city council, but no agreement could be reached. The Co. proposes a site on the south side of the line with a subway, while the city desires to have the station on the north side of the line without a subway.

Stratford, Ont., Shops.—Plans for extending and modernizing the Stratford locomotive repair shops are under consideration, and it is expected that work will be begun on the new buildings in the spring. The plans were prepared under the direction of Master Mechanic Patterson, who recently inspected a number of shops in the U.S. The recent press reports referring to the concentration in Stratford shops of the whole of the repair work of the line, and the consequent erection of large additions to the shops, are said to be somewhat premature, as nothing has been definitely decided on.

The Stratford, Ont., Y.M.C.A. directors have accepted the offer of the Co. of a free site and \$4,500 towards the erection of a new building for the Y.M.C.A. A building was erected in 1898, when the railway branch of the work was taken up, and this has been so successful that a bigger building is required.

Buffalo Grain Elevator.—Press reports recently stated that a steel elevator was to be built at Buffalo, N.Y., at the joint cost of the G.T.R., the Michigan Central Rd., and the Pere Marquette Rd. The M.C.R. management states that other railways are not interested in the project.

Port Huron to Chicago Double Track.—We were recently advised that 172 miles of the double track had been completed between Port Huron and Chicago, and trains were being operated over it. During 1902 the second track was laid 79.43 miles. (Dec., 1902, pg. 407.)

G. T. Pacific Ry.—According to the original notice respecting the application to the Dominion Parliament for an act of incorporation the main line was to be carried to the north of Winnipeg, and a branch was to be constructed into that city. It has since been decided to locate the main line "through or near" Winnipeg, thence westerly and north-westerly through Manitoba and Assiniboia to a point near Prince Albert, Sask.

Apart from the change in the location of the projected line referred to in this notice, nothing has been done, although there has been and is a great deal of newspaper conjecture as to what the intentions of the G.T.R. and those associated with it are. It is suggested in one quarter that the Temiskaming and Northern Ontario Ry. will be acquired from the Ontario Government, and that the Ontario section of the line will be constructed through the great clay belt of the province, north of the height of land, so opening up an entirely new country, and preventing the duplication of the C.P.R. round the north shore of Lake Superior, which would be an expensive and unremunerative piece of line. Another project outlined is the provision of an entirely new port on the Gulf of St. Lawrence for the G.T.R. and the new line, the suggestion being that the G.T.R. will purchase the Quebec Bridge Co.'s undertaking, the charter of the Quebec and New

Brunswick Ry., now under construction from Levis to Connors, on the New Brunswick boundary; the Quebec and Oriental Ry. Co., which is applying for a Quebec charter to construct a railway from Connors to Metapedia, on the Intercolonial Ry.; and the Atlantic and Lake Superior Ry., now in operation from Metapedia to New Carlisle, Que. The latter line has power to extend to Gaspe Basin, but at New Carlisle there is said to be open water sufficient to float the largest Atlantic liners for 10 months in the year, the harbor being closed by ice during Feb. and March in each year. A third and the most recent report was to the effect that the G.T.R. had abandoned the project for an extension to the Pacific. In reference to this statement C. M. Hays is reported to have said: "The rumor is simply ridiculous. There is no truth in it at all. The position in so far as the G.T.R. is concerned is unchanged, and until the necessary legislation is obtained there is nothing else to be said." J. R. Stephens has been appointed Assistant Chief Engineer of the G.T.R., with direct charge of surveys and preliminary work on new lines.

Railway Statistics for 1901-2.

The report of the Department of Railways for the year ended June 30, 1902, states that the number of steam and electric railway companies reporting was 118, with 19,426 miles of railway completed, of which all but 155 were in operation. The paid-up capital of both classes of companies was \$1,140,445,269. The gross earnings were \$90,152,940, working expenses \$61,146,447, and net earnings \$29,006,493. In all 158,361,376 passengers were carried, and 42,642,709 tons of freight. The number of steam railways in operation, including the Government lines, was 165, but some of these are amalgamated or leased, so that the actual number of controlling lines, exclusive of the I.C.R. and P.E.I.R., was 79. On June 30, 1902, the completed steam railway mileage was 18,868, an increase of 574 miles, not counting 2,829 miles of sidings. The number of miles laid with steel track was 18,761, of which 647 were double track. The number of miles of railway in operation was 18,714, of which the C.P.R. comprises 7,321 miles; G.T.R., 3,157.48; I.C.R., 1,333.94; Canadian Northern, 1,248.20, and Canada Atlantic, 458.60. The paid-up capital of the steam railways was \$1,098,852,206, an increase of \$56,066,667. The main items of this increase were:—Canadian Northern, \$19,810,480; C.P.R., \$9,345,156; G.T.R., \$2,996,558; Intercolonial, \$4,670,590. The gross earnings of all the steam lines were \$83,666,502, a gain of \$10,767,574. The working expenses were \$57,343,592, an increase of \$6,974,866, leaving net earnings \$26,322,911, an increase of \$3,792,888. The number of passengers carried was 20,679,974, an increase of 2,294,252, and the freight traffic was 42,376,527 tons, a gain of 5,377,156. The total number of miles run on trains was 55,729,856, an increase of 2,380,402. The aggregate rolling stock was 78,891 cars, of which 58,111 were equipped with air brakes, and 66,882 with automatic couplers, a gain of 5,748. The locomotives numbered 2,444.

The accident returns show 1,328 persons injured during the year. Of these 176 were passengers, 932 employees and 220 others. Three hundred and thirty persons were killed, 19 being passengers, 146 employees, and 165 others. Forty-two passengers, 70 employees, and 32 other persons were injured, and five passengers, 11 employees, and five others were killed through jumping on or off trains or engines when in motion. Fifty-four employees and 84 other persons were injured, and 36 employees and 106 other persons were killed through walking or being on the track. Thirteen passengers, 156 employees and nine others were