

Ontario Lines.—At a meeting recently held at Bowmanville, Ont., at which representatives from Whitby, Oshawa, Port Hope, Cobourg and Campbellford were present, a resolution was passed favoring the construction of a line connecting the lake front towns with the C.P.R. main line. A committee was appointed to interview the C.P.R. officials with a view to diverting the main line or constructing a loop line by which these various towns could be brought into connection with the C.P.R. In this connection a press report states that the C.P.R. has in contemplation the construction of a line from Blairton to Toronto, via Warkworth, Cobourg, Port Hope, Bowmanville, Oshawa and Whitby. This line would serve the district represented by those present at the meeting, and could open up a portion of the country not now served by a railway. A press report states that the C.P.R. has on paper plans for the extension of its lines in Ontario, with the idea of getting into all districts likely to develop, and from which remunerative traffic may be expected. These lines are in addition to the Lindsay, Bobcaygeon and Pontypool Ry., of which the C.P.R. has a lease; and the proposed extension of the Guelph Junction Ry. to Goderich, for which surveys are in progress.

North Bay Yards, Etc.—The old station has been moved into line with the new station building, and a new track laid alongside. The new platform was ready for use early in Nov. (Nov., pg. 385.)

Grain Loading Platforms, Etc.—During the season 33 grain-loading platforms have been completed at various points in Manitoba and the Northwest Territories.

Pipestone Branch.—We were advised, Nov. 12, that 42 miles of track had been laid

easterly from Regina on the extension of this branch from Arcola to Regina, Assa. (Nov., pg. 385.)

Carberry to Neepawa.—C.P.R. engineers are reported to be at work locating a line between Carberry and Neepawa, about 25 miles.

Pheasant Hills Branch.—We were advised Nov. 12 that track had been laid to mileage 107.5 from Kirkella, and it is expected to lay track to mileage 130, near Balcarres. (Nov., pg. 385.)

Trail Loop.—A contract is reported let to W. P. Tierney & Co., Nelson, B.C., for the construction of a loop line, about 1¼ miles, to connect the Rossland Power Co.'s mill near Trail, B.C., with the main line.

Vancouver Hotel.—Construction of the new wing for the Hotel Vancouver will, it is said, be gone on with in the spring. This wing will replace the old building. (Feb., pg. 53.)

Victoria Hotel.—F. M. Rattenbury has prepared plans for the proposed new hotel at Victoria, B.C., which he recently submitted to the executive. He will go to Europe to look over some of the big new hotels there before returning to Vancouver. (Oct., pg. 355.)

Minneapolis, St. Paul and Sault Ste. Marie Ry.—Upon the extension from Glenwood, Minn., northerly, about 25 miles are reported to be in operation, and the construction gangs have reached a point 75 miles further north. (Oct., pg. 355.)

C. M. Hays, 2nd Vice-President and General Manager G.T.R., left Montreal Nov. 25 for London, Eng., in connection with G.T. Pacific Ry. business.

RAILWAY DEVELOPMENT.

Projected Lines, Surveys, Construction, Betterments, Etc.

Atlantic, Quebec and Western Ry.—At the recent session of the Dominion Parliament a subsidy of \$3,200 a mile, with the usual provisions for increasing it to \$6,400 a mile, was voted towards the construction of a line from Gaspe to Causapscal, Que., on the Intercolonial Ry.; from Causapscal to Edmundston, N.B., 260 miles, and from Gaspe along the shore to Paspebiac, the present terminal of the Atlantic and Lake Superior Ry., 102 miles. In the winter of 1902-3 preliminary surveys were made between Amqui station on the I.C.R. and Gaspe, 180 miles, a good route being found with easy gradients. During the recent summer the preliminary survey was made on the proposed branch from Gaspe to Paspebiac. After the voting of the subsidy a survey party was sent out to make the final survey of the first section of the route from Paspebiac, and arrangements have been completed to send out two additional parties to survey additional sections. It is desired to have the surveys completed so as to let contracts for 30 miles before spring. The company hopes to be able to complete the line from Amqui to Gaspe, and from Gaspe to Paspebiac, Que., within three years. The cost of construction is estimated to exceed \$15,000 a mile. J. X. Lavoie, Perce, Gaspe, Que., is Secretary. (Oct., pg. 339.)

Bay of Quinte Ry.—At the recent session of the Dominion Parliament a subsidy of \$3,200 a mile was voted towards the construction of an extension from the present terminus at Tweed to Actinolite (Bridgewater), Ont., and to Marmora township, about 20

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