

sions during the spring of 1903 with G.T.R. officials, but no definite application for a land or money grant had been made. A formal application has been made to the Ontario Government by the G.T.R. management for a bonus for a line from Lake Superior to the government line from Quebec to Winnipeg.

Railway Track Laid in 1903.

Since the publication in our Feb. issue of the table showing the track laid on the various steam and electric railways in Canada during 1903, we have received returns from several lines, in respect of which approximate figures were given, and have obtained from other sources figures in reference to other lines. The returns for the steam railways are complete, but in respect of the electric railways, no information has been received from the Grand Valley Ry., an Ontario Company. Following are the revised figures.

STEAM RAILWAYS.

	Miles.	Miles.
BAY QUINTE RY.—From Tweed to Ban-		
nockburn, Ont.	20.00	
BEERSVILLE COAL AND RY. CO.—From		
Adamsville to Beersville, N.B.	7.00	
CANADIAN NORTHERN RY.—Oak Point		
branch, from Winnipeg to Oak Point,		
Man.	37.00	
Hudson Bay spur line.	5.00	
Carberry extension, from Carberry to		
Hummerston, Man.	18.30	
Rosendale extension, from Portage la		
Prairie to Arizona, Man.	31.00	
McCreary branch, from track end, 1902,		
to McCreary, Man.	20.93	
Rosburn branch, from track end, 1902,		
to Glenwilliam, Man.	7.00	
Grand View extension, from Grand		
View, Man., to track end	92.50	
Prince Albert extension, from track end,		
near Erwood, Sask., towards Melfort,	67.78	
Nask.	5.25	
Red Deer Lumber Co.'s Spur.		285.36
CANADIAN PACIFIC RY.—Montreal and		
Western Ry., from near Labelle to Nom-		
ingue, Que.	23.50	
Pheasant Hills branch, from Newdorf		
to Esterhazy, Assa.	20.00	
Arcola branch, from Regina to Creel-		
man, Assa.	41.00	
Manitoba and Northwestern Ry., from		
track end 1902, to Sheo, Assa.	12.00	
CAPE BRETON RY.—From Sporting		
Mountain to St. Peters, N.S.	7.00	
CHATHAM RY. AND NORTHERN RY.—		
Montreal to Joliette, Que.	36.20	
DRUMMOND COLLIERY RY.—From Gran-		
ton Jct. to Abercrombie pier, N.S.	2.75	
GRAND TRUNK RY.—Lynden to Brant-		
ford, Ont.	4.12	
HALIFAX AND SOUTHWESTERN RY.—		
From Mahone Bay easterly towards Hali-		
fax, N.S.	9.59	
From New Germany to Caledonia, un-		
der charter of old N.S. Southern Ry.,		
branch of old Central Ry.	21.15	
INTERCOLONIAL RY.—Riviere Ouelle to		
St. Denis Wharf, Que.	30.74	
INTERNATIONAL RY. OF NEW BRUN-		
SWICK.—From near Campbellton to track	6.25	
end.		
KLONDIKE MINES RY.—From Klondike		
City to the mouth of Bonanza Creek,	6.00	
Yukon Terr.		
MABOU AND GULF RY.—From Coal	0.50	
Mines to Mabou Harbor pier, N.S.		
NEW BRUNSWICK COAL AND RY. CO.—		
From track end, 1902, to Minto	7.30	
From Minto to end of track	2.50	
NORTH SHORE RY., POWER AND NAVI-		
GATION CO.—From track end, 1902, to St.		
Marguerite river falls, Que.	9.80	
OTTAWA, NORTHERN AND WESTERN RY.		
—From Gracefield to Maniwaki, Que.	3.00	
POINT ANN RY.—From Belleville to		
Point Ann, Ont.	23.00	
PRINCE EDWARD ISLAND RY.—From		
Montague Cross to Southport, P.E.I.	3.50	
QUEBEC AND LAKE ST. JOHN RY.—St.		
Gabriel, 22 miles from Quebec, towards	22.00	
St. Mary's River, N.S.		
COULES TO ST. MARY'S RY.—From Spring	0.25	
RY.—From St. Mary's river, Alta.		
TEMININGAMING AND NORTHERN ONTARIO		
RY.—From North Bay to Redwater Lake	13.00	
VICTORIA TERMINAL RY. AND FERRY CO.		
—From Port Guichen to Cloverdale, B.C.	57.00	
CAPE BRETON ELECTRIC CO.—In Syd-		
ney, N.S.	17.20	

ELECTRIC RAILWAYS.

3.00



LATEST PHOTOGRAPH OF THE FIRST LOCOMOTIVE USED ON THE
C. P. R. MAIN LINE IN MANITOBA.

	Miles.	Miles.
GRAND VALLEY RY.—From Paris to St.		
George, Ont. (approximate).	10.00	
HAMILTON GRIMSBY AND BEERSVILLE		
ELECTRIC RY.—From Beersville to Vine-		
land Ont.	4.50	
LEVIS COUNTY RY.—From Levis to St.		
Joseph	1.25	
From Levis to St. Romuald	5.75	
In Levis, Que.	0.25	
MONTREAL STREET RY. CO.—Various		
extensions	1.76	
ST. JOHN RY.—From Suspension Bridge		
to city line, Carleton, N.B.	1.00	
SANDWICH, WINDSOR AND AMHERST-		
BURG STREET RY.—From Ojibwa to		
Amherstburg, Ont.	12.00	
SUBURBAN RAPID TRANSIT CO.—From		
Winnipeg to Deer Lodge	3.00	
SYDNEY AND GLACE BAY RY.—Addi-		
tions to line.	2.00	
TORONTO RY.—Various extensions	3.254	
WINNIPEG ELECTRIC STREET RY.—		
From Sherbrooke st. to St. James	1.50	
From Norwood bridge to St. Boniface	1.50	
WINNIPEG, SELKIRK AND LAKE WINNI-		
PEG RY.—From Winnipeg city boundary		
to West Selkirk, Man.	22.00	

SUMMARY BY PROVINCES.

	Steam.	Electric.
Northwest Territories	211.53	
Manitoba	159.83	28.00
Quebec	92.20	7.25
Ontario	84.62	9.754
Nova Scotia	44.99	4.00
Prince Edward Island	23.00	
British Columbia	17.20	
New Brunswick	22.80	1.00
Yukon	0.50	
	656.67	79.004
Total new track laid, steam and		
electric	726.674	

Railway Statistics for 1902-3.

The report of the Department of Railways for the year ended June 30, 1903, states that the total mileage of steam railways in Canada under federal control was 19,077, as against 18,368 miles the year before. In addition to this there was a mileage of 2,953 in sidings. The mileage in operation was 18,714. The gross earnings totalled \$86,064,627, as against \$83,666,503 in 1902, and the working expenses \$67,481,524, as against \$57,343,592. This left net earnings of \$28,583,003, as against \$26,322,911 in 1902. There were 22,148,742 passengers carried, an increase of 1,468,768. The freight carried was 47,373,417 tons, an increase of 4,996,890 tons.

The mileage of electric railways in Canada was 759 as against 558. In addition to these,

there were 32 miles of sidings. The gross earnings totalled \$7,223,677, as against \$6,406,438, and the working expenses \$4,472,858, as against \$3,802,855, leaving net earnings of \$2,760,819, as against \$2,683,583. There were 155,662,812 passengers carried, compared with 137,681,402 in 1902 and 371,286 tons of freight, compared with 266,102.

The accident returns show that there were 90 more fatalities on steam railways during the year than in the corresponding period 1901-02. The deaths for 1902-03 were: Passengers killed, 53; employees, 186; other persons, 181; total, 420. During 1901-02 there were killed: Passengers, 19; employees, 146; other persons, 165; total, 330. On electric railways 9 passengers were killed as against 8 in 1902.

The First Manitoba Locomotive.

F. W. Jones, formerly Assistant to the Manager C.P.R. Western Lines at Winnipeg, and now Secretary of the Columbia River Lumber Co. at Golden, B.C., writes: "Referring to the article on early transportation in Manitoba, in your Feb. issue. For the information of those interested in the history of transportation in the Northwest, I am sending you the latest photograph of the first locomotive to arrive in Manitoba, the history of which was given in your article, up to the time it was re-christened the Countess of Dufferin. It was afterwards numbered 151 by the C.P.R. In the course of events it was turned into a coal burner; handled main line traffic on the C.P.R. for a number of years; was afterwards in service on the Manitoba branches; was then transferred to switching service at Canmore; was loaned to the municipality of Deloraine for pumping service in connection with a test well at that point, and was finally sold by the C.P.R. to M. Carlin for use by the Golden Lumber Co., and came into the hands of the Columbia River Lumber Co. when it took over that business. In its latter days this locomotive, instead of going to the scrap heap when it became too light for C.P.R. service, is running regularly, where the climate and the water are good, on a railway which, if not as long as the C.P.R. is just as wide, where the work is easy, and where it runs through one of the prettiest villages in North America, in the valley between the main range of the Rockies and the Selkirks."