

ried out their contract with us faithfully. No people could have acted more honorably. We cannot see to-day that ten cents' worth has been kept back that we should not have had; they did it all without any watching. Our experience with this firm leads us to believe them to be a first-class firm in every way, and we are more than satisfied with the pumps they supplied to us."

Railway Matters.

The Montreal Street Railway is running observation cars for tourists.

Thirty more convertible cars are to be built for the Toronto Railway Co.

An Alberta paper says the C.P.R. intends fencing the entire C. & E. line this summer.

The Manitoba Exploration Co. expect to start work on an electric railway from Winnipeg to Bird's Hill.

A tube in a Michigan Central locomotive, at Welland, burst, badly scalding the engineer and fireman.

The Grand Trunk Pacific has opened engineering offices in Winnipeg, from which operations in the West are directed.

Considerable damage was done to rolling stock by a collision between a G.T.R. and an I.C.R. train at Ste. Rosalie.

The Imperial Limited, the C.P.R. train which runs from Montreal to Vancouver in four days, started for the season on June 7th.

Communication between the settlements along Red river, north of Winnipeg and the city, is to be established by electric railway.

The C.P.R. has commenced work on its yard extensions at Winnipeg. Work has been begun on an engine house to hold forty-two engines.

The Great Northern Railway will be ready to enter Montreal by October. The terminus will be in the East End, where the station will be built at once.

Alaska is to have a railway, from Solomon City to Council City, fifty miles. One hundred and twenty thousand dollars' worth of material has gone up by steamer.

The Government proposes to aid the Canadian Northern Railway by a guarantee of bonds to the amount of thirteen thousand dollars a mile on the extension to Edmonton and to Prince Albert.

The township of Colborne has voted a bonus of \$7,000 to the Ontario West Shore Electric Railway, which is to run between Owen Sound and Sarnia, with a belt line through the County of Huron.

A sleeping car left the rails on the Newfoundland Railway on June 13th, and fell over against the side of a cut. The car took fire from a lamp exploding, and some of the passengers had a narrow escape.

The C.P.R. has placed gates where George St. crosses their track in Peterboro. The gates are locked automatically, and are operated by a compressed air pump. When lowered and locked a gong is sounded to notify the public that the crossing is closed for traffic.

Two locomotive boilers and tenders from the Baldwin Locomotive Works, Philadelphia, and a shipload of one hundred and thirty-four car bodies and trucks, from Ontario, for the Reid-Newfoundland Railway Company, have gone forward. They were conveyed to the island from North Sydney by the steamer Bruce.

The two large G.T.R. iron bridges across the Don at Toronto, weighing several thousand tons each, were moved about 35 feet in opposite directions, without any interruption to traffic. The Grand Trunk will build two new bridges and lay four tracks. The old bridges will be used for shunting and freight trains, while the new ones will be exclusively for passenger trains.

The Toronto Suburban Railway has purchased two handsome new cars for the Weston and Lambton lines.

The Gatineau Valley Railway has been extended from Gracefield to a point half way up Blue Sea lake, and is expected to reach Maniwaki by October.

A. Heathcote, Winnipeg, has been surveying for an electric line from Winnipeg to Kildonan and Selkirk. The line is to be finished to Kildonan by November 15th.

A solid vestibuled train is to run daily over the Canadian Northern between Winnipeg and Lake Superior. A daily service is also to be put on the Morris-Brandon line.

The London, Ont., Street Railway Co. has been ordered to put a fender on its cars which will be approved of by the engineer of the Public Works Department of the province.

Traffic on the Midland Railway of Nova Scotia is increasing at such a rate that six daily trains will run between Windsor and Truro this summer. The company has ordered a new engine and a complete train of cars.

The shareholders of the Ottawa Valley Railway Co. have authorized the directors to purchase the Carillon and Grenville Railway, to extend the present line from St. Andrew's to Carillon, and to equip the whole line electrically.

A spread frog at a switch caused a train on the Bay of Quinte Railway to be ditched when conveying two batteries of artillery to camp at Deseronto. Seven flat cars and six horse cars left the track, smashing the guns and killing five horses. No one was injured.

An engine standing on the C.P.R. track at Smith's Falls ran away and smashed the turntable and injured the tender. The new steam crane was brought into use and did good work, picking up the disabled engine and placing it on a car to go to the repair shop.

G. A. Mountain, chief engineer of the Canada Atlantic Railway, has introduced a gasoline motor car on which he will make his trips of inspection. Motor cars will probably be employed before long for section men. A speed of 30 miles an hour can be attained.

The Cape Breton Railway is expected to be in operation between Hawkesbury and St. Peter's by July 15th. The River Inhabitants bridge, 400 feet long, is completed, and is the finest on the island. It is very strongly built, the water being deep and the current heavy.

A strong Nova Scotia syndicate, with B. F. Pearson at the head, have secured an option on the New Brunswick and Cape Tormentine Railway. Their intention is to improve the terminal facilities at Cape Tormentine and put on fast ferry boats between P. E. Island and the mainland.

The transcontinental train on the C.P.R. went through a bridge across Scovil Lake on June 9th, and the engineer and fireman lost their lives. The locomotive and a car of fish went into the lake. The accident was due to the bottom of the lake shifting, leaving the trestle without adequate support.

An investigation into an accident on April 29th at West Lorne, on the Detroit & Lake Erie Railway, by which a passenger and two railway hands were killed, lays the blame on the crew of the gravel train, which ran into the passenger train without taking precautions to ascertain its whereabouts.

The C.P.R. has received six of the fifty locomotives ordered from the Scottish locomotive works. They were built from designs furnished by the company's engineers. One now in service is a ten-wheeled engine, with 69-inch driving wheels. The weight on the driving wheel is 126,000 lbs. The locomotive has storing capacity for 5,000 gallons of water and ten tons of coal.

A big electric railway merger has been planned, to include the Niagara, St. Catharines & Toronto, the Hamilton, Grimsby & Beamsville, the Hamilton Street Railway, the Toronto Suburban and the Metropolitan line of Toronto. When the bill to incorporate the company was going through Parliament, it was discovered that it would give rights over the streets of Toronto which belong to the city, and prompt action was necessary to prevent such an unwarranted proposition.