

ing the switching transfer of cars from one company to the other, and from the manufacturers' spur lines in the city. By the agreement the G.T.R. will immediately construct a connecting line with the C.P.R., and will enter into negotiations with other railways for general interswitching arrangements.

Sarnia Tunnel.—We are advised that the question of adopting electricity as a motive power at the Sarnia tunnel is, and has been for a long time under the consideration of the management; no definite decision has been reached.

Ontario, Sault Ste. Marie Ry.—An act was passed at the recent session of the Ontario Legislature reviving the act incorporating a company with this title to construct a railway from near Gravenhurst, via French river to Sault Ste. Marie, Ont., with power to construct branches to lake Nipissing and lake Timiskaming. The charter is held in the interests of the G.T.R., and the application for its revival was made by John Bell, K.C., of Belleville, General Counsel for the G.T.R. The last meeting of the directors was held in 1893, and the act now passed authorizes the surviving directors to meet within two months of the passing of the act for reorganization. The time for the completion of the line is fixed for five years from the date of the act.

The shipment of coal from the Nova Scotia collieries during the six months ended June 30, amounted to 2,212,570 tons, an increase of 435,547 tons over the shipments for the same period, 1902. The following were the shipments of the principal companies: Dominion Coal Co., 1,378,183 tons, increase 168,895 tons; Cumberland Ry. and Coal Co., 230,438 tons, increase 43,836 tons; Nova Scotia Steel and Coal Co., 177,716 tons, increase 68,199 tons; Acadia Coal Co., 168,953 tons, increase 62,466 tons; Intercolonial Coal Co., 114,428 tons, increase 24,087 tons; Inverness Ry. and Coal Co., 59,575 tons, increase 34,475 tons.

The Dominion Government has chartered the Newfoundland Government str. Neptune to convey a scientific expedition to Hudson's Bay. The object is to determine the availability of the bay for a Canadian grain route. The expedition, which will winter at Chesterfield Inlet, will be under the command of Capt. S. Bartlett.

Sir William Van Horne has declined to act on the proposed transportation commission. It was recently stated in the House of Commons that the Government was considering whether it should postpone the issuing of the commission until Sir W. Van Horne was in a position to act, or to appoint someone else in his place.

The Michigan Central Rd. has adopted the telegraph for use on its line. The system which permits the use of telegraph wires simultaneously for telegraphing and telephoning, has been in use for some time on the company's line between Detroit, Mich., and St. Thomas, Ont., 111 miles.

The C.P.R. steamship Monterey recently went ashore near St. Pierre, Miquelon, and has been abandoned to the underwriters. The cause of the stranding is said to be due to the inefficient lighting of the French islands there. This is the first disaster to the C.P.R. Atlantic fleet.

The Melbourne (Australia) papers, recently received, give full particulars of the receipt there of T. Tait, chairman of the Railway Commission of Victoria.

The Canadian Northern Ry. commenced running a daily fast passenger train between Port Arthur, Ont., and Winnipeg, Man., July 12.

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