

A. Briggs, C. F. Paul, James Wilson, Herbert Wallace, George Sumner, H. A. Budden, M. S. Foley, E. Rawlings, John Crawford, J. A. Grenier, George H. Holt, D. Ross Ross, Charles Garth, F. B. McNamee, James Shearer, James Williamson. The annual report was submitted as follows: "Nine hundred and eighty-three subscribers have been added during the year, the total number of sets of instruments now earning rental being 30,445. The company now owns and operates 349 exchanges and 261 agencies. Thirty-five miles of pole and 703 miles of wire have been added to the long distance system in 1897; of these five pole miles and 200 wire miles are in the Ontario department, and 30 pole miles and 494 wire miles are in the Eastern department. The long distance lines now owned and operated by the company comprise 16,567 miles of wire on 6,095 miles of poles. Under the authority of the shareholders \$66,500 bonds have been sold during the year, the premium thereon being 10 per cent. Continuing the policy adopted in past years, your directors have charged to contingent fund \$150,000, that amount having been expended during the year on construction rendered necessary by the introduction of trolley and other strong wires, but which has not increased the earning power of the plant. The following directors were elected. C. F. Sise, Robt. Mackay, John E. Hudson, Robert Archer, Wm. R. Driver, Hugh Paton, Charles Cassils, Thos. Sherwin.

## Railway and Marine News.

THE story is revived that the C.P.R. will erect a million bushel elevator at St. John, N.B.

It is proposed to run one of the Conneaut car ferries to Port Burwell, Ont. this season, instead of both to Port Dover.

GEORGE F. BAIRD, Yarmouth, N.S., has purchased the steamer "City of Monticello," for a price in the vicinity of \$20,000.

A DEPUTATION from Lancaster, Ont., has requested the Dominion Government to make an appropriation of \$10,000 for a wharf there.

THE Sault Ste Marie *Star* says the steamer "Cambria" will be thoroughly rebuilt and again take her place on the Windsor-Soo route.

THE Alberta Railway Company have sold to Mackenzie & Mann, for use on the short line to Lake Teslin, a quantity of steel rails and four locomotives.

A SYNDICATE has been formed to operate two steamers on the Kingston and Wolfe Island ferry, and Kingston and Ganacque route, the coming season.

THE contract for building the Cobourg, Northumberland and Pacific Railway, running north from Cobourg, Ont., to the C.P.R., has been signed by C. H. Bowen.

It is stated on good authority that the present intention of the company which controls the M. & N.W. Railway is to extend the line to Prince Albert this year.

THE Grand Trunk Railway authorities are putting new colonial cars on their Winnipeg route that for comfort and appearance excel anything of the sort yet seen in this country.

REPRESENTATIVES of D. C. Corbin have succeeded in obtaining the endorsement of the council of the Rossland Board of Trade for a railway charter from Cascade City to Grand Forks.

THE Grand Trunk Railway system has received for service in its western traffic ten locomotives of the heaviest and most powerful build, from the Baldwin Locomotive Company, at Philadelphia.

THE contract for building the Midland Railway line from Windsor to Truro, N.S., 60 miles, has been let to Fitzpatrick Bros., New Glasgow. The road will be graded and ironed by next fall, it is said.

THE C.P.R. shops are busy turning out new passenger coaches and locomotives to meet the demand for new rolling stock created by the boom in business and the extension of its service in the West.

THE second compound locomotive ordered by the Canadian Government Railway System from the Baldwin Locomotive Works, Philadelphia, has been shipped to Montreal, where it will be put together.

THE Canadian Pacific Railway has sent a representative to Newfoundland to engage 1,500 laborers to proceed to British Columbia to work on the Crow's Nest Pass Ry. The wages offered are \$1.50 a day.

THE Government has decided to send immediately the chief engineer of the Department of Public Works, Louis Coste, and the chief engineer of the Department of Marine, Lt.-Col. Anderson, to the Stikine River and over the Canadian route to Dawson city, for the purpose of seeing what improvements are necessary to overcome obstructions to navigation. It is also the intention to erect a wharf at Dawson after inspection.

THE new pier at Margareville, N.S., is completed, and the cost, \$10,854, slightly more than the tender of the contractors, Simmons & Burpee, Gibson, N.B. The work has been done to the entire satisfaction of the Dominion Government engineer, C. E. W. Dodwell. As Margareville is the nearest approach to a natural harbor on the Nova Scotia shore, between Minas Channel and Digby Gut, the necessity of a safe breakwater has been admitted.

THE Newfoundland cabinet has concluded an arrangement with R. G. Reid, the contractor who built the Transinsular Railway, to operate the entire railway system of this colony, six hundred miles, for fifty years, in return for a land subsidy of 2,500 acres per mile. Mr Reid will pay over to the Government one million dollars guarantee. This money, with the interest accumulations for fifty years, will belong to the colony at the expiration of that period, the railway then reverting to the representatives of Mr. Reid.

DAVIS Dry Dock Company is very busy this spring filling orders for launches, etc. There are being built a passenger and freight steamboat for Homer & Co., of Gravenhurst, Ont.; 25-foot steam launch for Muskoka Lake; three boats for the Adirondacks, for New York owners; one 17-foot  $\frac{1}{4}$  h.p. gasoline motor; one 20-foot long gasoline motor; one 36-foot long steam engine, beside one 34 feet long and another 50 feet long on the stocks. They are getting out plans for a 20-foot boat with a small steam motor to fit back in the stern, a very pretty little launch, with plenty of room and at a very small cost.

THE steamer "Tecumseth," owned by McArthur Bros., Toronto, will undergo considerable alterations to her machinery this season at the hands of the Bertram Engine Works. The two present fire-box boilers, which are allowed 65 lbs. per square inch, will be removed, and replaced by one "Scotch" boiler 11 feet diameter, with a working pressure of 130 lbs. per square inch. This boiler will be fitted with a complete installation of the "Howden Hot Air Draft," in which the air is considerably heated by the escaping funnel gases before being forced into the ashpits. The present cylinders, which are 26 and 48 inches diameter, will be replaced by new ones of 19 and 40 inches diameter, the rest of the engine remaining practically as at present. The results anticipated are an increase of power, economy of fuel, both as regards quality and quantity, less weight of boiler, and more stowage room in the ship. As this is the first installation of the "Howden" draft on a Canadian lake vessel, it will be watched with interest. The work is under the supervision of A. P. Rankin, consulting engineer, of Toronto.

CHICAGO forwarders have sent out the following circular:—"It is our intention to put on three boats from Chicago to Parry Sound, the capacity of which will be in the neighborhood of 3,000 tons each, which will call at Milwaukee; also, two boats from Duluth, with about the same capacity. At Chicago we have leased a dock between the Ogdensburg Transit Company and the Lehigh Valley Transportation Company's dock, on which there is being erected a warehouse about 125 feet long, with an average width of 110 feet. At Parry Sound we have an elevator now ready for the handling of grain, with a capacity of about 1,250,000 bushels, and will have a warehouse 600 feet long by 80 feet wide, also a flour house 600 feet long by 80 feet wide, together with 2,500 feet dockage accommodation, on a 22-foot water line. We are also building at Coteau Landing, on the St. Lawrence river, at the mouth of the Soulanges Canal, a transit elevator, of 500,000 bushels' capacity, which will handle 240 carloads a day, also a warehouse and docks of sufficient dimensions for the handling of flour and package freight, our idea being to float our grain and package freight to Montreal and deliver alongside of the ocean vessels in Montreal harbor."

## Mining Matters.

Oil has been struck at Croton, Bothwell county, Ont. The field is said to extend over an area of several miles. Some splendid wells have been struck on the town line of Zone and Camden.

THE Hall Mines Co. has closed a contract with the Dominion Wire Rope Company, Limited, Montreal, for 10 miles of wire rope for its cable way from the mines to the smelter. Its weight will be about 40 tons, and it will be made in six sections of over  $1\frac{1}{2}$  miles in length, for convenience in handling.

WHAT is known as the Dickenson mine in Michipicoten, Ont., has been sold to an English syndicate. George Fee, and J. J. Mackey, of North Bay, and J. L. Caverhill, Montreal, were the vendors. E. A. Bremner, an English mining expert, acted for the syndicate. This claim was the first discovered in the Wawa, Ont., district.