

THE Port Colborne & Fort Erie Railway Co. has been provisionally organized, with the following interim directors: Wm. R. Germain, of Welland; R. G. Cox, of St. Catharines, Ont.; Eugene Coste and A. J. Holloway, of Buffalo; and D. McGillivray, L. McGlashan, and Thos. F. White, of Port Colborne. Work will be started as soon as the Government grants the charter.

It having been stated by a London financial paper that the Chignecto Railway Company had failed to provide capital, A. D. Provand, a director of the company, cabled over to this country to the effect that this was incorrect, and that the capital was ready in waiting for the Canadian Government to grant the extension of time needed for the completion of the work.

In a storm on the Atlantic last month the Dominion steamship "Sirnia" lost her rudder, and drifted helplessly about until taken in tow by an Anchor Line vessel, and finally, after she had parted from that vessel owing to the breakage of the hawsers, by the Allan liner "Norwegian." The passengers had a terrible experience, but finally the vessel came to port without much damage having been done.

THE Dominion Coal Co.'s railway to Louisburg, N.S., was formally opened last month. A large pier is being constructed at this place, and the operation of shipping coal to Boston on a large scale will be commenced at an early day. The Dominion Coal Co. will, on its completion, be able to ship coal from Louisburg to Boston throughout the winter, and thus keep their mines in full operation all the year round.

THE Richelieu & Ontario Navigation Company's net earnings during the past year amounted to \$164,000, or about 11½ per cent. on the capital. The amount carried to profit and loss is \$43,000, after allowing for interest and fixed charges and paying a 6 per cent. dividend. The net earnings for 1893 were \$27,287. So, as will be seen, the progress has been immense. The bonds of the company have all been sold to Coates & Co., London, the price realized being 95.

A TRESTLE bridge just constructed by the Toronto, Hamilton and Buffalo Railroad, near Dundas, over Binkley's Hollow, collapsed last week, three men being badly injured. Loss about \$10,000. The company has taken out a libel action against the *Hamilton Spectator*, owing to some remarks by that journal to the effect that the bridge had been badly and cheaply constructed.

THE Taylor Hydraulic Air Compressing Co. (Ltd.), Montreal, capital stock \$500,000, are applying for incorporation for the purpose of acquiring the invention patented under the No. 46,092, Canadian letters patent, and to manufacture and deal in the same. The applicants are C. H. Taylor, M.E., H. Millen, W. T. Ross, J. R. Fair, R. L. Murchison, R. W. Sutherland and H. Mallet, all of Montreal; W. H. Campbell, Belleville; J. G. Fitzgibbon, Norwood, and D. T. Ritchie, of Kilbinside, Scotland.

THE Toronto Harbor Master's annual report for 1894 shows that the number of arrivals at the port was 2,618, or 41 in excess of the previous year. This increase, however, was in steamers, the number of schooners having decreased by 158. There was an increase in receipts, especially in fruit and grain, while there was a falling off in general merchandise and in stone and brick. The amount of coal received by vessel was 137,597 tons, 11,312 in excess of 1893; amount received by rail was 385,512 tons.

THE Richelieu & Ontario Navigation Company have won in another stage of the now famous case which has been under procedure for some time past between them and the insurance companies, re the burning of the S.S. "Corinthian." The liability of the insurance companies being disputed, the case was carried into all the courts, in all of which the Richelieu company came out victorious. Finally the insurance companies gave notice of appeal to the Privy Council, but they have now decided to forego this, and to pay the amount claimed, viz., \$40,000, to the company, together with all costs.

EUGENE MALO, John Chaffers, and P. Poulin, of Montreal, A. F. Savaria, of Waterloo, and Dr. Cartier, of Ste. Madeleine, are applying for incorporation as a company under the name of the Chateaugay and Northern Railroad Co. for the purpose of building a line from Montreal to New York, thence northerly to some point in Soulanges county, thence northeasterly across Montreal Island and continuing to some point on the Great Northern in Joliette county. The company have a subscribed capital of \$200,000. The time between Montreal and New York would be reduced by this line by about six hours.

THE Shore Line Railway, Nova Scotia, have elected the following officers: President, R. J. Cross; vice-president and managing director, H. H. McLean; chairman of executive committee, Rus-

sell Sage. The company have decided to apply to the Maine Legislature for an act incorporating them in that State, and for power to extend the road to the Bar Harbor branch of the Maine Central Railway; also to extend the road into St. John, east side, and from thence through the county of St. John, via Loch Lomond, to connect with the St. Martin's & Upham Railway; also for power to amalgamate with or purchase the St. Martin's & Upham Railway and the Central Railway.

THE Richelieu & Ontario Navigation Co. are about to build a magnificent new steamer to ply between Montreal and Toronto, owing to the inadequate accommodation provided last season for the increasing rush of business. The new boat will be a handsome steel steamer about 160 x 40 feet in dimensions, with a tonnage of about nine or ten hundred and a passenger accommodation for 250 people. All modern conveniences will be provided in lighting, heating, ventilating, furnishing and all high class accessories to comfort. The new steamer has not yet been named, but she will be launched as soon as navigation opens in the spring. This steamer is merely a beginning of a series that the company intends building in order to meet their ever increasing business. The steel for the new one in construction will be brought from Pittsburgh, Pa., and its cost is to be \$200,000.

NOAH L. PIPER & SON, Toronto, are putting on the market a patent tricolor head light. Among the advantages which are claimed for this invention are the following: The case being round, it offers no resistance to the wind; all changes in color are made from the cab of engine, it not being necessary to go out to the headlight; it is fitted with a turntable, allowing the reflector to be turned facing the door, where it can be cleaned without being taken from house; the door having two arm holes, the lamp can easily be lighted in the highest wind. When the engine is on siding, a bright green light is shown forward by turning inside drum to right. When the engine is disabled on main line, a bright red light is shown forward by simply turning the inside drum to the left. The lights are fitted with metallic numbers hung against white ground glass, and show up very distinctly both by day and night. Any number up to 999 can be immediately placed on front, and figures can be moved and any combination made.

THE Quebec Government have granted a year's extension of time for the completion of the following railways: 1. The Lake Temiscamingue Colonization Railway Company. 2. The Lotbiniere and Megantic Railway Company. 3. The Great Northern and Lower Laurentian Railway Company. 4. The Baie des Chaleurs Railway Company. 5. The Quebec Central Railway Company. 6. The Orford Mountain Railway Company. 7. The United Counties Railway Company. 8. The East Richelieu Valley Railway Company. They have also decided to grant to the Quebec, Montmorency and Charlevoix Railway a sum of \$100,000, provided the company will renounce its subsidy of \$302,400 and will erect a suitable terminus in Quebec city; also to the Pontiac and Pacific Junction Railway Co. the sum of \$110,000 provided they renounce the subsidy of \$172,920. The amount to be expended in purchasing the C.P.R. branch from Hull to Aylmer, in continuing the line as far as Hull, east, where a station is to be built, and in completing the last section as far as Waltham, near Black River.

Electric Flashes.

THE Kingston Electric Railway are to have another sweeper put on shortly.

THE purchase of an electric light plant for Ripley, Ont., is being considered by the village council.

THE Hamilton City Council is about to apply for legislation to empower it to own and operate electric railways.

MCLACHLIN BROS. recently purchased a timber limit on the Wenoway from Barnet & Mackay, of Renfrew, for \$160,000.

AN extension of the Brantford, Ont., Street Railway to Lovejoy's Park, near Cairnsville, was formally opened last month.

THE Montreal Park & Island Railway Company have decided to go on with the work of extending their line to St. Laurent this winter.

THE Bell Telephone Company have been awarded the contract for the erection of a system of electric fire-alarm for Chatham, Ont., to cost \$1,210.

FRANK DRYDEN, Toronto, contemplates putting in a new dynamo and electric plant in Napanee, to furnish lights to subscribers for two cents a night.