

RAILWAY NOTES.

The I. C. R. will in the near future erect a round-house at Newcastle, N.S., costing \$25,000.

The C.P.R. will at the conclusion of the coming summer have its own connection with Spokane, Wash.

The Grand Trunk Pacific will commence to build in the early spring from Thunder Bay west to the Pacific Coast.

A Montreal firm has been awarded the contract for building the Edmonton Electric Railway, which will be ready in September.

The G.T.R. will spend about \$2,000,000 between Cote St. Paul and Montreal this summer on extensions and improvements.

It is expected that the work of strengthening the bridges on the I.C.R. between Chaudiere and St. Hyacinthe, Que., will be done this year.

It is announced that the C.P.R. will build a line from London through Petrolea to Sarnia for the purpose of securing the local business of that territory.

Maisonneuve, Que., has granted the Montreal Street Railway Co. a thirty years' franchise in the municipality for running passenger, mail and freight cars.

H. C. Cleveland, head engineer of the Orford Mountain Railway died suddenly while talking to a friend at Sherbrooke station. Mr. Cleveland was 64 years of age, and unmarried.

Tenders are being asked for the extensions to the Grand Trunk shops at Stratford, Ont. The new building will be of steel and cement, and will give room for the handling of 16 additional engines.

A return made to the House of Commons a few days ago shows that 322 railway accidents were reported in Canada in ten months ending December last. The Board of Railway Commissioners has investigated thirteen of these accidents.

Dewart, Young & Maw, of Hamilton, solicitors for the Hamilton, Galt & Berlin Railway Company, have given notice that they will apply to the Parliament of Canada for power to construct branch lines and extensions to the city of Guelph and the town of Hespeler, Ont.

An electric railway will be built from New Westminster to Chilliwack, by the Chilliwack Light and Power Company. The estimated cost of the road is \$1,500 per mile and the power plant and transmission lines for its operation are estimated to cost \$125,000. It is planned to commence construction at once.

The Niagara, St. Catharines & Toronto Railway Company has obtained a franchise from Stamford Township for the extension of the Falls View division of their system southward from Niagara Falls. The extension proposed will give this road a junction with the new Toronto & Hamilton Railway.

The Canadian Northern Railway are building five very extensive bridges of steel and masonry at the different crossings of the Saskatchewan River, in the two new provinces of Alberta and Saskatchewan. It is estimated that the total cost will be close to \$1,500,000, and that they will rank with the best railway bridges in the country.

There is every probability of Barrie having a street car service before the close of next year. About ten years ago a charter was secured and plans prepared for a street railway from Kemppenfeldt Hill to Minett's Point, but the project fell through. It is now proposed to take this matter up again, giving, in addition to the town service, regular connections with the C.P.R. at Colwell. The line would handle both freight and passengers.

The Canadian Northern Railway has several important bits of work to do in the Province of Quebec during the coming season. There will be built the extension from Shawinigan to the city of Quebec, a distance of some eighty miles, several bridges, and probably the building of a dock at Longue Point, to accommodate the Canadian Northern business there.

M. P. McGrath, Easton, Pa., has been awarded the contract for building the Ottawa River railroad, which is to be a combined electric and steam line, to extend from Montreal to Ottawa.

In a head-on collision on the C.P.R. line, between West St. John and Fairville, N.B., two men were killed, two injured, and the engines were badly damaged. The accident is said to have been owing to a mistake or omission in the orders to the yard foreman.

The city of St. Thomas, Ont., has arrived at an agreement with the Southwestern Traction Company, whereby the traction company's cars will use the street railway lines in St. Thomas en route from London to Port Stanley and return. The Southwestern Traction Company is to have a fifty-year franchise to run over its connecting terminals with the city street car lines. A twenty-five year agreement for the use of the city lines on the basis of a scale of payments, divided into terms of five years each. It is hoped to have cars running to Port Stanley by July 1st, and to St. Thomas some time before that date.

The Grand Trunk Railway is erecting a large round-house at New Toronto, which will have a capacity of thirty-seven stalls. The building costing \$50,000 is to be made of reinforced concrete. In connection with the round-house will be a machine and repair shop. This building is 157 x 50 feet, and, as a "back shop," it affords accommodation for two engines at a time. Modern coal chutes will be erected and an up-to-date ash handling system will be installed, and sanding and watering facilities will be provided. The freight yards will contain about 25 miles of track and with the buildings necessary in freight handling will all form the nucleus of a prosperous railroad village which the company will expand by building houses for its employees.

The 47th annual report of the Grand Trunk Railway Literary and Scientific Institute shows a total registration of 777 members, 159 of whom were brought in during the year. Evening classes were conducted for instruction in mechanical drawing, air brake, triple valve, engineers' valve, defects and remedies, and pumps, governors, link motion and locomotive boilers. The attendance at the evening classes during the season was 3,358. Members are entitled to the following privileges: The use of reading-room, books, (over 7,500 catalogued), magazines and papers (87 on file), astronomical telescope, microscope, maps, globes, air-brake section, compound locomotive, link and valve motion, and inspirator models, reference library, and free admission to lectures and classes, etc. The fee for membership is ten cents per month, or one dollar per year.

In three years it will be possible to make a railway journey from New York or San Francisco to Guatemala city. At a recent meeting of the permanent committee of the Pan-American Railway, of which Henry G. Davis is chairman, reports were presented which showed that progress is being made in the construction of the links which will ultimately connect North and South America by rail. The line from Tehuantepec to the Guatemalan border is being carried on under a concession granted by the Mexican Government. In Central America several enterprises are being carried out looking to the completion of a line north and south. Argentine is extending its system into Bolivia, and the latter country has set aside for railway construction the \$10,000,000 which it received as indemnity from Brazil. Bolivia has also entered into a treaty with Chile by which that country advances capital for railway construction. In Chile itself the railway tunnel through the Andes is progressing under the contract awarded to a New York firm, and within a few years Valparaiso and Buenos Ayres will be joined. In Peru the conditions are reported to be unusually favorable. The Government has completed its surveys for the main links which it is proposed to build from Lake Titicaca north and from the existing system of railways south. A special railway fund was created by the Peruvian Congress. Several private enterprises also are under way in Peru, and a large amount of American capital is invested in them. In Ecuador work on the railway from Guayaquil to Quito is proceeding in accordance with the terms of Government concession.