

A new ferry company to the Island is in course of formation at Toronto.

The first train on the Victoria & Sydney Railway made its trip to Victoria on the 13th ult.

The G. T. R. will build a new siding south of Berlin, Ont., Station, for freight conveniences.

The Wier Boiler Works, Montreal, are building boilers for two dredges being built for the Dominion Government at Sorel, Que.

The Canada Southern Railway Co. have been granted permission to build a branch line to connect their main line with Amherstburg.

The packing box of the screw of the Furness Line steamer "Baltimore City" was repaired last month in the St. John, N.B. dry dock.

The Sincennes McNaughton Steamship Co. now has for officers: President, G. H. Matthews; vice-president and general manager, F. Dupre.

The Ottawa, Arnprior and Parry Sound Railway has been granted an extension of time for completing the two bridges across the C. P. R. near Ottawa.

The idea of building a railroad between Woodstock and Centreville N.B., has been finally given up, it having been superseded by the new direct Houlton line.

Reid & Co., contractors for the new railway line in Newfoundland, have already built over a hundred miles. They have stopped work for a time.

Officers for the Ottawa & Gatineau Valley Railway Company have been elected as follows: President, M. S. Lonergan, and secretary-treasurer, H. L. Maltby.

The owners of the Beaver Line of transatlantic steamers were asked to give steerage passengers free use of bedding, etc., but they have declined to accede to the request.

The contractors of the Orangedale Railway, Inverness county, are preparing to prosecute building operations simultaneously, not in ten mile sections, as at one time was proposed.

W. E. Redway, C.E., seconded by Capt. Crangle, a shipowner, has suggested to the authorities the formation of a dry-dock at Toronto large enough to accommodate any lake vessel.

A company has been incorporated, under the name of the Pembroke Southern Railway Company, to build a line between Pembroke and Renfrew to connect with the O. A. & P. S. R. at Renfrew.

At a meeting in Montreal of the directors of the Great Eastern Railway Company, the following officers were elected: President, H. J. Beemer; vice-president, M. S. Lonergan; and secretary, G. H. Simpson.

The following have been re-elected officers of the Ottawa River Navigation Co.: R. W. Shepherd, president; J. J. Gibb, vice-president; R. W. Shepherd, Jr., manager and secretary. Edward Scott, auditor.

It has been proposed to build a branch spur on Longueuil Que., wharf, and passengers to Montreal from Sorel will be carried across the river by boat, in opposition to the Richelieu & Ontario Navigation Company.

The steamer "Estelle," owned by A. Haslam, M. P., of Nanaimo, was last month completely destroyed by an explosion, the cause of which is utterly unknown, and, so far as known, all on board were killed.

The survey of the Drummond County Railway from St. Leonard to Chaudiere, Que., has been completed. This extension is 45 miles long, one-half the length being through a dense forest. It is proposed to begin work in the spring.

C. P. R. ENGINEERS Duchesnay and Walkem are taking soundings just below Revelstoke bridge for the final selection of the location of the proposed steel structure over the Columbia, on which work will be commenced in the fall.—*Kootenay Star*.

One of the articles to be manufactured by the L. H. Young Mfg. Co. an item about whom appears in our "Industrial" columns, is a reversible safety nut lock used by railways to prevent the rails from spreading. It can be put in without removing the original nut. It is the invention of Mr. Young.

The directors' report of the Richelieu and Ontario Navigation Co.'s business last year shows that the total receipts were close upon \$611,000. The expenses were nearly \$584,000, leaving a balance of \$27,268, which, added to the last year's balance of \$84,500, amounts to about \$111,000. Out of this, \$29,000 was appropriated for interest, and \$19,000 for accidents. There is a net surplus over all liabilities of \$93,653.

The purchase by an American syndicate of the Erie and Huron Railway having been consummated, the company is negotiating for the building of a steel transfer boat, capable of carrying twenty or more loaded cars and about 600 passengers to operate between Cleveland and Rondeau Harbor.

M. CONNOLLY has been elected president, and W. Wainwright, vice president of the Richelieu & Ontario Navigation Co. The following, in addition to the above, is the new board of directors: Hector Mackenzie, F. C. Henshaw, Jos. Lewis, Jas. Swift, Rudolph Forget, A. F. Clerk, W. R. Miller and L. J. Forget.

The P. E. I. Steam Navigation Co. are asking government that the amount of subsidy for carrying mails across Northumberland Straits be restored to the original sum, \$10,000. They claim to have improved the service very greatly last year by the addition of the "Northumberland," which cost them \$200,000.

Contracts have been signed for the construction of the railway from Sand Point, Shelburne Co., N.S., to connect with the N. S. Central Railway at or near New Germany. Work is to begin before 1st May and be finished before 1st November. A branch line from Liverpool to Indian Gardens is included, making 96 miles in all.

There is a rumor that Robert Wright, who has filled the position of treasurer to the G. T. R. for many years, will retire, and that the vacancy will be supplied by the present general freight agent, John Burton. A. H. Harris, at present eastern district freight agent, will take the latter's place. The district agency, it is stated, will be given to J. J. Cunningham, Mr. Burton's assistant.

The G. T. R. have awarded coal contracts as follows: Morgan Brown and Bain, Pittsburgh, 150,000 tons; Osborne & Sager, Pittsburgh, 150,000; C. N. Shipman & Co., Buffalo, 50,000 tons; Evan Morris, Youngstown, O., 50,000 tons, and Washington Coal Company, Pittsburgh, 50,000. The prices have not transpired, but they are reported to be somewhat lower than those of last year.

Peter Larson has filed a lien for \$400,000 against the Nelson and Fort Sheppard extension of the Spokane & Northern Railroad. The contract for the building of the extension was let to Larson, who completed his contract about two months ago. D. C. Corbin, president of the road, is now in New York to raise money to pay off this indebtedness. Meanwhile the road will continue to operate as usual.

C. A. & G. E. JAGUES, shipping agents of Montreal, and A. B. Mackay of Hamilton, have been making arrangements at Toledo, O., for a new steamboat line to connect that city with Montreal. They propose to run the "Acadia" and "Melbourne" so as to connect with ocean steamers to Europe, saving transshipment. The two boats mentioned have a capacity for one hundred passengers and six hundred tons of freight each.

MONTREAL, it is likely, will be honored by four new steamship lines during the coming season. The "Scandia" line will, in conjunction with the Hamburg line, run a weekly or fortnightly service there from Gottenburg, calling at Christiania. Another of the lines is the Johnston line from Liverpool, the American head office of which is at Baltimore. N. J. Fraser, foreign freight agent for the G. T. R., will perhaps become the company's manager, with offices in the Board of Trade building, Montreal. Another new line is the Head Line, to ply between Belfast, Ireland, and Montreal. It is owned by the Ulster Steamship Co., and its Montreal agents will be McLean, Kennedy & Co. The fourth line which, according to the report, is to call at Montreal, is the White Star.

Among the new railways to be constructed as soon as spring opens is a narrow gauge road from Yarmouth to Shelburne, N.S. This road will skirt along the south-western coast, taking in Pubnico, Barrington, and Lockport among other villages, and will be 91 miles long. It is called the Coast Railway Co. of N.S., and the officers so far appointed are: Thomas Robertson, of Yarmouth, president; A. F. Chandler, of Philadelphia, vice-president; and C. E. Ambler, engineer, the headquarters being at Yarmouth. Ten miles have been located, the whole route having been previously surveyed by Government. The Local Government have given a subsidy, and the only question remaining is that of a Dominion subsidy. Besides passenger traffic the chief trade to be opened up by the new road is in fish, lumber, and produce, which will be shipped chiefly to Boston by the Yarmouth Steamship Co. To the surprise of a great many Yarmouth people, a gang of men were landed there from Boston on the 3rd inst., with instructions to start on the survey of a rival road, which the promoters say will be broad gauge and built without subsidy. It is manifest that two roads will not pay there. Which will be built?