

The Canadian Pacific is to build new shops at Ibrville, Que.

About 300 men are at work double tracking the G.T.R. between Paris and London.

A compressed air locomotive in Dominion No. 2 colliery, Nova Scotia, hauls 35 loaded cars.

Delorimier, a suburb, proposes to give the Montreal Street Railway a twenty-five year franchise.

It is the intention of the Winnipeg Street Railway Co. to have all their cars built in that city in future.

It is announced that the Ottawa and New York Railway shops will be moved from Santa Clara, N.Y., to Ottawa.

The Hamilton Radial Railway Co. is asking permission from Saltfleet Township to double track its line across the Beach.

The C.P.R. has awarded contracts for their new lines to be built in the west this year to a firm of St. Paul contractors.

A number of Fort William business men propose forming a company to build and operate an electric street railway in that town.

The C.P.R. between Toronto and Smith's Falls is to be relaid this summer with new 80-lb. rails instead of the 72-lb. rail now in use, at a cost of about \$50,000.

The Canadian Pacific Railway has added eleven Saxon consolidation engines to its equipment, most of which are in operation between Toronto and London.

The Ottawa, Brockville and St. Lawrence Railway Co. has had the time for the completion of its direct line between Ottawa and Brockville extended to 1908.

The White Horse, Kluane and Northwestern Railway Co. is applying for incorporation to build a line of railway from White Horse to Kluane Lake in the Yukon Territory.

A new railway bridge has been built at the Narrows, near Orillia. It is strong enough to carry the heavy Mogul engines which it is proposed to place on this division of the Grand Trunk.

A train on the Great Western Railway recently eclipsed all records for the conveyance of American mail between Plymouth and London, covering the distance of 247 miles in 237 minutes. The last 118 miles was made in 99 minutes.

Japan has astonished the world's railway experts with the rapidity of her construction work in Corea. The permanent character of the roads shows a confident expectation that they will be made to serve economic uses as well as military necessities.

The Witness says the Grand Trunk has given an order to the Montreal Machinery and Locomotive Company at Longue Pointe for ten enormous locomotives, to be followed by ten more, which are to be finished before the end of the season. Its own shops are not able to supply new engines fast enough.

The Dominion Government has purchased the Canada Eastern Railway, from Fredericton to Newcastle, N.B., 136 miles in length, and made it part of the Intercolonial. It was built by Alex. Gibson and subsidized by the Dominion and Nova Scotia Governments and the municipalities. The price paid is understood to be \$800,000.

The Railway Commissions have issued an order with respect to the crossing of the Grand Trunk at Lindsay by the Lindsay, Bobcaygeon and Pontypool Railway. Each railway is to have interlocking semaphores, but the Grand Trunk is also to instal derailing appliances. The Lindsay, Bobcaygeon and Pontypool Railway expects to be ready for operation by August 1st.

There seems a prospect of a new electric road between Montreal and Ottawa being proceeded with at once. Col. E. McMullen, of New York, is the president of the Ottawa River Railway Co., which holds the charter. The motive power is to be both electricity and steam; for the production of the former the Ottawa river will be used. The system will ultimately be extended to the Georgian Bay.

J. D. McArthur, of Winnipeg, has been awarded the contract for five hundred miles of the Canadian Northern to Edmonton. The work includes grading, bridging and track laying.

Contracts for the Trans-Andean Railway have been divided between Clark Co., Spearson & Son, of London, England, and W. R. Grace & Co., of New York, the total amount being \$6,750,000.

The Toronto Railway Co. promises to place ninety new cars on their road before autumn. Their shops will be enlarged to build them. They will be of the combination type. The company has been sending cars to Winnipeg contrary to their agreement with Toronto.

Work has been commenced on the Peterboro' street railway. The old road-bed is being torn up, and the new track will be laid as quickly as possible. Mr. Learmouth, of the American Cereal Company, has been appointed manager, and Mr. Edward Burch, of Minneapolis, consulting engineer.

Foley Bros., Larsen & Co., being the lowest, have secured the contract from the C.P.R. for the new lines in the North-West which are to be built this summer. These comprise twenty-five miles east from Wetaskiwin, twenty-five miles of extension east from Lacombe, and forty miles from Pheasant Hill, known as the Lost Mountain section.

The Kingston and Dominion Central Railway is applying for incorporation to build a railway from Kingston through Newboro' and Westport, thence in a westerly direction to some point on the Georgian Bay between Parry Sound and Midland, with power to lease or amalgamate with the Canadian Pacific, the Grand Trunk, or the Brockville, Westport and North Western Railway Company.

Premier McBride, of British Columbia, has promised the British Columbia Northern and Mackenzie Valley Railway a bonus if a guarantee is given that the road will be built within a reasonable time. The proposed railway will traverse the northern parts of the Province, and act as a feeder for the Grand Trunk Pacific. It will enter the gold camps on the Peace, the Liard, the Stickine and the Skeena Rivers, and will give direct railway communication between Dawson and Port Simpson.

Surveys have been commenced on the Stratford-St. Joseph electric railway. The preliminary plans call for a line from St. Joseph, through the village of Zurich to Hensall, ten and a quarter miles; thence to Chiselhurst, four miles; thence to Fullarton, twelve miles; thence through Carlingford to Avonton, and, following the Avon River, to Stratford, a total distance of 38 miles. There may be modifications to avoid heavy grades when the surveys are completed, but this will be substantially the route.

Among the railway charters applied for at Ottawa this session is one for an electric road from Thorold to Port Colborne, thence north-west to Brantford and east to Buffalo. It is promoted by the Wolvin Syndicate, which is running a line of big steamers between Montreal and Duluth, and wish to provide facilities for passengers to visit Niagara Falls, etc., while the boats are passing through the Welland Canal. The Falls will be reached by the Niagara, St. Catharines and Toronto Railway.

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MARINE NEWS.

The French steamer Auguste Marie was crushed in the ice and sunk off the coast of Cape Breton.

A new screw steamer, the Sovereign, has been launched at Peterboro' to ply on Rice Lake and the Trent waters.

The Montreal Transportation Co. will rebuild the burned steamer Advance and use her on the lakes as a coal carrier.

The corporate name of The M. Campbell Fanning Mill Co., of Chatham, Ont., has been changed to the Manson Campbell Co.