

THE North Shore Navigation Company, Collingwood, Ont., have re-elected the following officers: President, Jas. Scott; vice-president, J. L. Burton; secretary-treasurer, C. E. Stephens, manager, M. Burton.

At Midland, Ont., last month, a public meeting empowered the town council to employ an engineer to locate a site for a dry dock and estimate the cost of the work, the dock to be 400 feet long, 16 feet deep and 50 feet wide.

THE Kingston and Pembroke Railway Co. have re-elected the following Board of Directors—R. P. Flower, H. H. Porter, H. Siebert, G. A. Kirkpatrick, B. W. Folger, M. H. Folger, J. D. Flower, James Swift and C. F. Gildersleeve.

THE Fredericton, N.B., Boom Co. are about to ask the Legislature for power to boom from the foot of Oromocto Island to the eastern shore of the St. John river, and will transfer their operations to that spot. They will expend about \$70,000 on the works.

THE Ottawa River Navigation Company are replacing the 'Prince of Wales' with a new steel steamer. The new vessel will be 158 feet keel and 27 feet beam, and will be ready for operations about June 1st. The hull is now being built in Tate's dry dock, Ottawa.

THE Langenburg and Southern Railway Co. are applying for incorporation, their object being to build a line from Langenburg, Assa., to join the C.P.R. between Red Jacket and Elk Horn, Man. They also want power to lease the Leamington and St. Clair Railway Co.'s line.

THE Lower Laurentian Railway has been sold to the Quebec & Lake St. John Railway, and will be known in future as the Lower Laurentian division of the Quebec and Lake St. John Railway. It will before long be amalgamated with the Parry Sound Railway.

F. C. GAMBLE, Dominion Government Engineer, is starting the work of building protection works on the banks of the river at Revelstoke, B.C. This work consists of cribwork in the deep water under the bridge and mattresses along the bank. It is to cost about \$10,000.

THE Clarence Township, Ont., Council have voted a bonus of \$1,000 to aid the Central Counties Railway Co. in building depots at Cheney's Corners and Clarence Creek. This railway runs from South Indian to Rockland, and will next year pass into the hands of the Canada Atlantic.

It is announced that the loan for which Sir Wm. Van Horne has been negotiating in London, for the extension of the Duluth and Winnipeg road through Dakota to Winnipeg, will not be forthcoming, owing to the representations of J. J. Hill, President of the Great Northern Railroad.

INCORPORATION will be shortly applied for for a company to build a steam or electric railway from Berlin southerly in the valley of Grand River to Brantford, and westerly from Berlin to Listowell or Stratford, or northerly to Elora, Colquhoun and McBride. Solicitors of Brantford have the matter in hand.

GORDON KANE and Mr. Rithet, of Victoria, B.C., are pushing the British Pacific railway scheme. This line is projected to parallel the C.P.R. on the north, in British Columbia, thence going eastward to the head of Lake Superior, and thence to Baie des Chaleurs, making the latter the port for European traffic.

Two contracts for construction work on the Ottawa, Arnprior and Parry Sound Railway, west of Long Lake, ten miles each, have been awarded—one to E. F. Fauquier, Ottawa, and the second to O'Neill & Ferguson, of the same city. Mr. Fauquier has sub-let his contract to D. R. McDonald and Bruder & McNaughton.

BRACEY BROS., contractors on the Toronto, Hamilton and Buffalo Railroad, have assigned to J. V. Teetzel, Hamilton. This action was hastened by the strike of their employees and the pressure brought to bear by their creditors, some of whom entered legal actions against them. The firm owes about \$20,000 for tools, wages, board bills and sub-contracts.

THE Dominion Government deep-water terminus buildings in Halifax were destroyed a few days ago by fire. The large grain elevator, the freight shed, emigrant sheds and spirit warehouse were all burned, as were also about \$150,000 worth of goods which had just been landed from three steamers. The total loss will reach \$500,000, only partly insured.

THE preliminary survey of the Red Mountain, B.C., railway has been completed from the mines as far as Barney O'Brien's on Sheep creek. From the mines down to the Sheep creek divide there is a fall of 150 feet, equal to 3 per cent. grade, while from the divide to O'Brien's it is 1,150 feet, equal to 5 per cent., and the line will therefore have to take a higher level and more distance,

THE survey of the Ottawa, Arnprior and Parry Sound Railway between Long Lake and the western point where construction work ceased last fall, about forty miles east of Parry Sound, is now about complete. The completion of the road between these points will probably take place in the summer. The distance is about 65 miles.

THE collapse of the South Shore Railway from Yarmouth to Lockport, N.S., appears to be complete. It should have been evident at the start that two roads paralleling each other over such a district of Nova Scotia could not pay. A report from Yarmouth states that the company owes over \$40,000 to men and merchants in that town, and the guarantees given by the treasurer of the company appear to have been delusive.

LAST season the quantity of freight carried by the Canadian route down the St. Lawrence via Kingston and Montreal showed a considerable decrease, and vessel-men have made many complaints. They state that the reason for the trade falling into the hands of Americans is that there is a depth of only 9 feet in some parts of the main channel, whereas the majority of vessels require at least 14 feet.

THE total income of the St. Clair Tunnel Company last year reached \$249,479.50, and the total expenses, including taxes, amounted to \$101,186.38, thus leaving a net income of \$148,293.12. After paying \$126,014.81 interest, \$22,278.31 was left for dividends. The cost of the tunnel was \$2,898,026. The company employs 75 men; and it costs \$29,806.90 a year for fuel, water, oil and waste for the locomotives.

THE Government have decided to call for tenders for the construction of the Peterboro' and Lakefield division of the Trent Valley Canal. The surveyors have decided on the river route as the best, as it will do away with a cutting of some three or four miles in length. R. B. Rogers is the engineer in charge of the canal. Tenders must be sent in to the Department of Railways and Canals by March 23rd.

A BILL has been introduced into the American Senate authorizing the formation of a committee to confer with any similar committee appointed by Great Britain or Canada for the purpose of looking into the feasibility of a canal for ocean vessels between the lakes and the Atlantic, and to report as to its probable cost and if any part of the canal should be built in Canada, what arrangements should be made to preserve it for use to the people of the United States.

A DEPUTATION from Almonte recently waited upon J. R. Booth, the Ottawa "Lumber King," to obtain his financial interest in the proposed Carp, Almonte and Lanark Railway, the Almonte people claiming that they are the victims of a railway monopoly, only one line, the C.P.R., passing through their town. The scheme is to run a line from Carp to Bridgewater via Almonte, Huntley, Ramsay and Lanark townships, and through the mining country round Sharbot Lake, connecting with the G.T.R. at Bridgewater. Almonte and Ramsay have already voted bonuses to the road.

THE building of railways has not entirely destroyed the steamboat interests on the Red river. It is stated that a boat is being built at Grand Forks, Dakota, which will be one of the largest ever floated on the river. The building of this steamer at Grand Forks would indicate that the steamboat interest on the river is reviving. With the improvement of that portion of the river lying in Canadian territory, especially between Winnipeg and the lake of the same name, we will see an important revival of the shipping interest here. Some day Winnipeg will own a large fleet of steamers and barges.—*Winnipeg Commercial.*

IN spite of the strong opposition which the Atlantic and Lake Superior Railway promoters have met with, they seem to be going ahead with their scheme. The *Canada Gazette* contains notice of an application to Parliament on the part of the company for power to enter into agreements for the purchase or lease of, or making running arrangements with, the Central Counties Railway Company, the Canada Atlantic Railway Company, the Ottawa, Arnprior and Parry Sound Railway Company, the Grand Trunk Railway Company, the Brockville, Westport and Sault Ste. Marie Railway Company, the Drummond County Railway Company, the United Counties Railway Company, the South Shore Railway Company, and any other companies whose lines connect with the railway of this company; also to authorize the construction of a branch line from the company's main line to a harbor on Lake Huron in Huron or Bruce, and also to connect its telegraph lines with the European telegraphic system by means of a cable across the Atlantic Ocean. It is stated that there is a strong probability of the company obtaining the required loan of money in England.