

Railway Matters.

The C.P.R. will remove its divisional shops from Havelock to Smith's Falls, Ont.

A preliminary survey has been made by D. S. Noble, Annapolis, N.S., for the proposed Granville & Victoria Beach Railway.

Steel bridges are building for the Coast Railway at Shag Harbor and Fresh Brook, N.S.; also some 20 ft. spans for small streams.

One hundred miles of the Dauphin Railway is to be built this season, and it is announced that the extension to Hudson Bay will be pushed to completion in three years.

One of the latest improvements in the I.C.R. is a gasoline automobile tricycle, which has been provided for A. E. Killam, inspector of bridges. It is guaranteed to carry three men, including the driver, and will run twenty miles an hour.

The engineers, the firemen and the trackmen of the Grand Trunk Railway asked an increase in wages as they claim that the wages for similar employees on other roads are considerably in excess of the Grand Trunk figures. The trackmen went out on strike in consequence of a refusal of the demand.

The contracts for the completion of the Great Northern Railway were signed May 5th. The principal sub-contractors are, Thomas Power, of Lewis; McQuaid, of Arnprior; Sherwood, of Iroquois; Carroll & Gibson, of Toronto; McQuaid, Nicholson & Fae, of Iroquois; J. Rodgers, D. R. McDonald, of Glengarry, and Robert Scott, of Doucet's Landing.

D. D. Mann of Mackenzie & Mann, has signed a contract with the Nova Scotia Government to construct the Inverness Railway from Port Hastings to Broad Cove, C.B., a distance of 57 miles. This line will be the first to draw the increased railway subsidy of \$4,000 per mile granted by the Provincial Government under an act at the last session of the Provincial Legislature. The company has already entered into an agreement with the Federal Government, under which it will secure the Dominion subsidy of \$3,200 per mile for this line.

Three hundred yards of railway cars loaded with earth were recently unloaded over the embankment at Victoria bridge, Montreal, in less than ten minutes. A two-inch steel rope, stretching from the furthest truck to the nearest was attached there to a traction engine, the other end being fastened to a heavy iron scraper. The scraper was dragged by the engine over all the cars in succession, in a few minutes depositing thousands of tons of earth on the embankment.

An Act has been passed by the New Brunswick Legislature incorporating a company to build the Shediac and Coast Railway. It is composed of the following persons: C. N. Skinner, Barnhill, Allen and Trueman, of St. John, N.B., and E. J. Smith, E. A. Smith, J. A. McQueen, I. Avar, E. R. McDonald, Fidele Poirier, Nap. S. LeBlanc and A. T. LeBlanc, of Shediac, N.B. It is stated that work will commence within one year and when completed the P.E. Island steamer will probably be run between Summerside and Cape Tormentine.

Marine News.

A day steamer between Montreal and Quebec is spoken of for the R. & O. this summer.

The Quebec Government has granted 5,000 acres of shore lands at Bay Ellis, Anticosti, to M. Menier, who agrees to spend \$150,000 in wharves, etc.

The R. & O. has established a semi-weekly service this season between Hamilton and Montreal. The "Algerian" has been put on with the "Hamilton."

Alex. Milloy, for many years traffic manager of the Richelieu and Ontario Navigation Company, Toronto, died at his residence in Montreal, June 1st, aged 77.

The Montreal & Cornwall Navigation Co.'s new steamer "City of London," which was exchanged for the "Rocket," is capable of carrying 500 passengers, and will be placed on the Valleyfield-Montreal route.

The Canadian Canoe Company recently shipped from Peterborough a new steam yacht, which has just been completed for Wm. Snodgrass & Son, of British Columbia. The boat, which is 42 feet in length, and 8 feet beam, will be used for carrying mail and other packages on Lake Okanagan, B.C.

An agreement has been entered into between the Richelieu and Ontario Navigation Company and the American line by which competition between the two companies between Clayton and Alexandria Bay and Montreal will not be continued this year. The Richelieu Company will in return withdraw its boats from the islands.

The New Brunswick Government will aid Geo. Robertson's scheme to provide a dry dock for St. John. It agrees to give \$5,000 annually for forty years, provided the Dominion and Imperial authorities give the measure of assistance that is hoped for. The provincial subsidy not to begin, however, until the work is completed and ready for business.

G. F. Benson of W. T. Benson & Co., Montreal, has sold his steam yacht "Ingomar" to Elder, Dempster & Co. The sale was made by Murray & Williams, the Montreal Yacht Agency.

In searching for the wreck of the tug "Walker," sunk last fall near Nicholson's Island, Lake Ontario, the Donnelly Wrecking Company has discovered the wreck of the propeller "Zealand," which was lost about twenty years ago, with a valuable cargo and entire crew. No trace of the propeller was ever discovered until now.

A launch 25 feet long and 6 feet beam, building for D. Breeze, Peterborough, at the works of H. B. Rye, Peterborough, Ont., is to be fitted with 3 x 5 slide valve engine and tubular boiler. It is planked with oak to the water line and pine above. It will have awnings and curtains. The same firm is also turning out a similar launch for Best & Wetherell, fitted with Best's patent oil engine. The engine is claimed to be one of the simplest and most efficient on the market, and can be run at the cost of 25 cents per day, and occupies 20 in. by 20 in. square. This boat is to have oil tanks sufficient to run 200 hours at one charging.

Even if no further accidents occur there is no prospect of the Soulanges canal being opened this season. So far A. Onderdonk has taken out 180,000 cubic yards on his contract, leaving 20,000 yards still to remove. It is mostly blue clay. The foundations for the electric power-house, which is being built by W. Stuart, of Ottawa, have just been laid. The hydraulic machinery has been set in place, and preparations are under way for starting the brickwork. Randolph McDonald's section No. 12, one of the most difficult, will probably be finished by Dominion Day. Poupore and Fraser have practically finished section 11. On section 9, where the blue clay gave trouble, much work is still to be done. The worst slide took place on November 8, and most of the excavating has to be done over again.

Personal.

J. E. Skidmore, late waterworks manager in Berlin, Ont., will remove to Cobourg to take charge of the waterworks plant in that town.

L. H. Tache has taken out a writ of mandamus to force the Canadian Society of Civil Engineers to admit him as a member of the said society.

Theodore Beauchamp, C.E., formerly of St. Hyacinthe, Que., has gone to Rossland, B.C., where he will continue to practise as a civil engineer and land surveyor.

Many regrets have been expressed at the departure of Professor and Mrs. John T. Nicolson, of McGill University, who sailed with their family for England on the 3rd of June.

Francois Codere, a well-known merchant of Sherbrooke, Que., and head of the firm of Codere Sons & Co., the largest wholesale hardware merchants east of Montreal, died May 15th.