

THE following is from the *Ottawa Citizen*:—Dr. Grandbois, M.P., says the Temiscouata Railway is progressing favourably and that before the end of the present year passenger trains will be running. The work was commenced last fall between Riviere du Loup and St. Roac du Degele, a distance of sixty miles, for which Mr. J. J. Macdonald has the contract. It will open up a valuable tract of country and shorten the distance between Montreal and St. John by about 160 miles. This is the middle route which was discarded when the Intercolonial Railway was built. Mr. A. R. Macdonald is president of the company.

THE *Railway Age* says—Our records show that from January 1 to April 1, no less than 1,040 miles of new main track have been laid on 49 different lines in twenty-five of the states and territories. This is a larger total than we have recorded for any previous year up to the same date, excepting in 1882 when the construction for the entire year reached the unprecedented total of 11,568 miles. The mileage already laid in the three most unfavorable months of the year is greater than that added in any one of several years during the history of this country, and is only 700 miles less than the total new construction in the year 1875. Of the 1,040 miles already reported laid nearly half are in the Indian territory and the state of Texas, each of which has added about 250 miles. Kansas already shows an addition of nearly 100 miles and California of about 70 miles. The remaining new mileage is furnished by numerous extensions scattered through the different states.

### The Kingston and Pembroke.

THE annual meeting of the Kingston and Pembroke Railway Co. was held on the 9th Feb. The following report of the meeting is taken from the *Kingston News*:—

In the absence of President Gildersleeve, Hon. Mr. Kirkpatrick was moved into the chair. The minutes of the last annual and special meetings were read and confirmed. The Directors' report was submitted as follows: Since the last annual report the Directors have to report a general improvement in the condition of the railroad and superstructure.

The passenger station at the market battery and the construction of the freight station at the same place is now well advanced. It will be ready for occupation in April next.

The company has purchased and paid for the property of the Kingston Car Works Company, comprising forty-two acres of land together with their extensive workshops, plant and machinery. This purchase places the company in the most favorable condition in respect of construction and repair of rolling stock.

The outstanding second mortgage bonds of the company have been redeemed, and second preference income bonds, with interest at six per cent. payable out of net income, only if earned and non-cumulative, have been substituted and sold at par.

The capital stock has been increased to \$3,000,000, with the sanction of the shareholders.

The funds on hand provide for all floating liabilities and expected requirements for rolling stock, etc., for increased traffic.

The earnings for 1886 were \$148,563.25; expenses, \$110,214.71; leaving a profit of \$38,348.54. The earnings show an increase of \$10,969.22 over 1885, including the credit balance of \$1,086.64 brought down from 1885. The amount to be carried forward to the credit of 1887, after payment of fixed charges, will be \$5,115.18.

In view of the expected increase of traffic in lumber, etc., as well as iron ore from the mines now in operation (a large quantity of ore having been already sold) it will be advisable to provide increased locomotive power and rolling stock out of the funds on hand for that purpose.

The report regrets to announce the death of Mr. I. Munsen, of Watertown, one of the directors, who always took a deep interest in the road. The vacancy was not filled.

The report was adopted.

The auditors' report, testifying that the accounts were correct, was also adopted.

The following were appointed a board of directors: Hon. G. A. Kirkpatrick, Messrs. C. F. Gildersleeve, W. Nickle, James Swift, H. Folger, Kingston; R. P. Flower, J. D. Flower, New York; H. H. Porter, Chicago.

On motion of B. W. Folger, \$200 was granted to the K. & P. Mutual Aid Association to be expended in buying books for the library, and \$25 to each of the hospitals.

At a subsequent meeting of the directors, C. F. Gildersleeve was elected president and J. D. Flower, vice-president.

### The St. Clair Tunnel.

THE following description of this work appeared in an exchange:—The shafts which will lead down to the tunnel on both sides of the river are excavated to the depths of about 25 or 30 feet, and will extend to the proposed level of the tunnel at those points, 80 feet below the surface. The shafts will be 16 by 8 feet in size, and after curbing with 12-inch square pine timber, will be 6 by 14. All the necessary appliances for successfully coping with many unforeseen and unavoidable obstacles that will doubtless present themselves, as the work on the ground on both sides of the river, including huge air pumps, a complete Edison electric light plant, steam pumps with a capacity of lifting to the surface an amount of water equal to an inflow of two five-inch streams, also sufficient boiler capacity to operate all necessary machinery. The contractors also control the patent process of freezing the ground before excavating, and thus quicksands and loose earth, which have heretofore given tunnel builders a vast amount of trouble and expense, will be taken in a congealed form, and the work will proceed with but slight delay. About the only obstacle that is not easily overcome is the tapping of a large stream or fissure of water from the river, letting in more water than the pumps can lift out.

### Canadian Pacific New Locomotives.

THE *National Car and Locomotive Builder* says: From Mr. Francis R. F. Brown, mechanical superintendent of the Canadian Pacific Railway, we learn that a great deal of work was done in the shops belonging to the road during the past year. In the Montreal shops 25 new locomotives were built, of the following types: 4 consolidation engines with cylinders 19 x 22 inches; driving wheels, 51 inches; boiler pressure, 160 pounds; weight in working order, 104,000 pounds. The engines are fitted with the extension front and straight stack, Westinghouse air brake on one pair of drivers, tender and for train, American steam brake on the second pair of drivers. The tender capacity is 3,000 gallons imperial, or over 3,600 standard gallons, the unusually large tank capacity being intended to provide for the regions where long runs must be made between water stations.

They built 3 of the heavy standard passenger engines, cylinders 19 x 22 inches; driving wheels, 69 inches; boiler pressure, 160 pounds; weight in working order, 98,000 pounds; tender capacity, 2,800 imperial gallons. These engines are fitted with Westinghouse air brake on driving wheels, tender and for train.

In the line of comparatively light passenger engines, 8 were built with cylinders 17 x 24 inches; driving wheels, 69 inches; weight in working order, 89,000 pounds; tender capacity, 2,800 imperial gallons. These engines have Westinghouse air brake for drivers, tender wheels and for train. The boiler pressure is 150 pounds.

Five road engines, with cylinders 17 x 24 inches; driving wheels, 62 inches diameter; boiler pressure, 150 pounds; tender capacity, 2,800 imperial gallons. These engines have Westinghouse air brake for train service, and the American steam brake for drivers and tender; weight in working order, 85,000 pounds. There are also five more road engines similar to the above, but slightly lighter and without the steam brake.

MR. CHARLES WARING, writing in the *Fortnightly Review*, suggests the state purchase of Irish railways as a solution for the ills which afflict that country. As to finances, which is, of course, the crucial point, Mr. Waring says: "The stocks to be dealt with amount to about £35,000,000, of which the ordinary shares come to £16,578,988, on much of which no dividend is earned, and which, consequently, is worth little. The guaranteed shares amount to £1,205,076, the preferential shares to £3,065,358, the loans and debentures to £9,748,167. The total of the financial operation would therefore appear to be between twenty and thirty millions sterling, probably nearer the former than the latter sum—an amount insignificant by the side of the proposals recently made for the improvement and pacification of Ireland. It is not the business of a private individual to speculate as to the price which should be paid for the railways; that is a question between the Government and the proprietors."