

The Ottawa and New York Railway Co. has offered to build its workshops in Ottawa if it is given a bonus of \$100,000.

The case of Hannaford v. Grand Trunk is postponed for some time, because it has been decided to appoint a commission rogatoire to take the evidence of Sir Charles Rivers-Wilson and Messrs. L. J. Sargeant and Linley, the commission being returnable on June 18th. Charles Russell, son of the Lord Chief Justice, will act as the commissioner.

The city of Montreal has offered a free site for an office building for the G.T.R., and the Grand Trunk has accepted the gift. This finally disposes of Toronto's fancied prospect of securing the office. The terms upon which the site will be given, are as follows: That the company be offered part of the McGill street property, owned by the city, as follows: 102.4 feet on McGill street, and 135 feet on St. Paul and William streets, respectively; the building to cost not less than \$250,000, the assessment to be levied on that amount only for a period of twenty years, this latter arrangement to be submitted to the legislature for ratification. The plans of the proposed building to be submitted to the city for approval.

Sixteen "Mogul" engines have been purchased by the C.A. & O.A. & P.S. Railways for the freight business. The engines are much larger than the ordinary passenger locomotives. Compared with the new engines the old ones look quite small. Ten of these new engines are of the ten-wheel "Mogul" type and each weighs 156,000 pounds without the tenders. They have three couple-wheel drivers and are equipped with compound cylinders. The other six engines are of what is known as the consolidated type of "Mogul." They are equipped with four couple-wheel drivers, and have compound cylinders. They weigh 173,000 pounds exclusive of tenders. The engines will be used exclusively for freight.

It would seem that the C.P.R. has definitely decided to push forward a line from Toronto to Sudbury at once. Two corps of surveyors are already at work in charge of H. D. Lumsden, who surveyed the Crow's Nest Pass road. One party will spend the entire summer in the Nipissing district, and another party will start out from Coldwater and survey southward through Barrie to the Orangeville branch of the G.T.R. at Kleinburg or Bolton. The new line will take the shortest cut between Parry Sound and Sudbury, and will extend inland so as to open up the Nipissing and Parry Sound districts. From Parry Sound the road will extend southwards to the west of Muskoka lakes, and across the Muskoka river at Bala, thence to Muskoka wharf and south-west across the Severn river to tap the Midland branch of the G.T.R. at Coldwater. The new line will save 55 miles haulage between Toronto and Winnipeg, and will be completed in about two years.

The British Columbia Government has passed a railway bill, which provides \$4,000 per mile for the following railways: From Penticton to Boundary Creek, 100 miles; from Robson to Boundary Creek, 80 miles; from the Pacific coast to Penticton, 230 miles; from Bute Inlet to Quesnell, 230 miles; from Teslin Lake to a British Columbia seaport, not exceeding 400 miles. The act provides for the commencement of the Penticton-Boundary and Robson-Boundary lines on or before the 8th of August, 1898, and on the coast to Penticton and Bute Inlet to Quesnell on or before the 8th day of May, 1898, work to commence on the Yukon line on or before the 8th day of June, 1898. The bill further stipulates in the case of the line from Robson to Boundary being built by a company entitled to a land grant, that such company shall relinquish its claim to the land grant for such portion of its line on accepting cash subsidy. It was expected that McKenzie & Mann would build this line but they have notified the British Columbia Government that they cannot carry out the work.

Bystander, in the St. John's, Que., News, commenting on the Hannaford v. G.T.R. case, and contrasting the old regime of that railway with the new, says: "Mr. Hays is down at his work at nine o'clock in the morning. He generally walks to the Point, but, if in a great hurry, he will permit himself the luxury of a street car. This may seem a trifle in a man who can think as clearly at ten as at nine o'clock, but it has worked a revolution in the Grand Trunk system. Punctuality is understood for the first time in the history of the company. Duty means enthusiastic and earnest and unflagging work. Nepotism has been taken by the shoulders and bundled out of the

thought of the new management. The sole test is merit. The humblest person has as much chance of preferment as the nephew of the president. Mr. Hays is a direct, simple, democratic personality, and every officer under him is accessible to the public at all times. The new manager would be vastly surprised to see one of his officials coming down to his office in his carriage at eleven o'clock in the day, as was the case under the old regime.

Electric Flashes.

Belleville, Ont., Street Railway is to be extended to a park on the lake shore.

Free power is obtained from the Canada Coal and Railway Company to run the electric light plant at Joggins, N.S.

Bonuses are being sought for the proposed electric road from London, through Stratford, Arkona and Thedford, connecting the Canadian Pacific with the Grand Trunk.

S. H. Kent, secretary of the Hamilton, Ont., Committee on Municipal Lighting, is carrying on an extensive correspondence in pursuit of information regarding civic electric lighting in other municipalities.

Simon H. White, Andrew L. Price, C. Geo. Armstrong, Walter J. Mills and Hamilton B. Price, Sussex, N.B., have applied for a New Brunswick charter as The Little Salmon River Telephone Company, Limited, capital \$1,500.

The by-law authorizing the agreement with the Montreal Street Railway Company was voted on at Verdun recently, when eighty-three proprietors voted in an approval of an immediate street railway service, and only six voted contrary. The by-law was therefore affirmed.

At the annual meeting of the Quebec Electric Street Railway Company, Andrew Thomson was elected president; E. W. Methot, vice-president; and W. Shaw, Jno. Breakey, Judge Chauveau, E. E. Webb and Harold Kennedy, directors for the current year.

A company from Bellechasse has asked for Quebec letters patent under the name of the Ste. Philomene Telephone Company. It will place telephones in the counties of Bellechasse, Montmagny and Dorchester, with headquarters at St. Raphael, and a capital of \$1,500.

The Toronto City Council is engaged in a dispute with the Electric Light Company, the result of an effort on the city's part to compel the company to light the Island, which is within the city limit, at the city rate of 20¼ cents per lamp per night.

The contract for covering the pipes and boilers in the power house of the St. John Railway Co., St. John, N.B., has been completed by the Eureka Mineral Wool and Asbestos Co., Toronto. This company has had several large covering contracts of late, not a few of which were repeat orders.

The Niagara Falls, Ont., Electric Light Company has purchased machinery from the Westinghouse Company, to provide electricity for heating and power purposes, in addition to the present lighting system. The changes that will be made at their power house, and wiring of streets, etc., will involve an expenditure of about \$10,000. They will be able to supply from one to seventy-five horse-power 24 hour service.

The plant of the Acetylene Light, Heat and Power Company, known as the Carbide works, at Niagara Falls, N.Y., was sold under chattel mortgage proceedings a short time ago. The action was brought by the Electro Gas Company, of New York, who held the mortgages, and the plant, machinery and power rights were bought by them for about \$85,000. The Electro Gas Company will continue the business.

The Kingston Street Railway has about completed a branch line to the outer G.T.R. station on Montreal Street, going by way of Bagot and Montreal streets. It will be in operation early this month. The line will be in competition with the Grand Trunk Railway, which has reduced fares to five cents per trip. It is expected that much of Princess Street will be double-tracked and a belt line made on the northerly side of the city by way of Division, Pine and Montreal streets.