

The Montreal Belt Line Railway have secured the steamer "Mansfield" as a ferry between Bout de l'Île and Charlemagne, and Repentigny, on the opposite side of the river, making the trip in less than ten minutes. The boat in question will connect with every car that arrives at and departs from Bout de l'Île, and will also carry freight. The company is also running an hotel.

Hamilton, Ont., has accepted the offer of the Cataract Power Company to light the city for a term of ten years at the expiration of the present contract for \$85 a lamp per year up to 425 lamps; from that number to 500, \$82.50 a lamp. It was estimated that at those rates a saving of \$2,500 a year would be effected by the city. The present contract rate is \$91 a lamp per year; if at the end of five years the contract price is not satisfactory, the contract could be terminated by giving a year's notice.

John Starr, Son & Co., Halifax, N.S., have recently closed a contract for all the electrical apparatus for the street railway power and lighting plant, which is to be established in St. John's, Newfoundland. The generating station will have a capacity of 1,500 h.p., which will be transmitted eight miles to St. John's, and there distributed from a sub-station. Step-up and step-down transformers will be used, the current being transmitted at 15,000 volts. The 500 volt direct current for the street railway will be derived from rotary converters. The apparatus throughout will be of Westinghouse make, for which this firm is agent in the Maritime Provinces and Newfoundland.

The item for \$11,000 for lighting the public buildings at Ottawa caused some discussion in the House recently. Mr. Fielding explained that the lights cost \$2.25 per annum per light of 16 candle power. The Government, in addition, paid the whole cost of putting in the electric light fixtures, and the total number of lights is nearly 6,000. Mr. Taylor, Gananoque, Ont., said that in his house, he had 22 lights of 16 candle-power, for which he paid \$30 a year. Mr. Sproule said that in Durham, Ont., lights cost one dollar each a year. Mr. Foster said that in Ottawa private householders were getting light much cheaper than the Government. The discussion brought out the further fact that it cost \$3.50 per light to put them into the building. The members were plainly of opinion that these prices were excessive.

Notice to begin work in ten days was given the Central Construction Co., Buffalo, by the town of Orillia, Ont., June 17th. The company was unable to furnish a bond of \$5,000 as a guarantee of the efficiency of the plant for a longer period than the manufacturers were willing to insure the machinery against any inherent defect and the contract has been declared forfeited. The Westinghouse Co. which was to supply the electrical plant at \$35,000 will, it is said, probably proceed with the work. If not tenders will again be called for. The leading Canadian companies will tender, and the New York Engineering Co., New York, is said to also be in the field. Some concessions on the original specifications had been made to the Central Construction Co., notably the substitution of aluminum for copper wire.

The Montreal Street Railway Company has generously decided to set apart \$25,000 yearly for the benefit of its employees, as follows: 1. On and after the 16th inst., all permanent employees in the operating department and workshops will be insured in an accident insurance company of good standing, and the premium will be paid by the Montreal Street Railway Company. This insurance will amount to \$1,000 in the event of death from accident, either on or off duty, one-half this amount for total disablement, and \$5 per week indemnity for time lost through injuries or diseases specified in the policy, full details of which will be given when the final arrangements are made with the insurance company. 2. Motormen and conductors who have been regularly in the company's service for two years and over will have their wages increased to 15 cents per hour. 3. In addition to the above advantages, motormen and conductors who have been regularly in the company's service for five years and over will receive free uniforms.

The Lachine Rapids Hydraulic and Land Company is said to contemplate a number of important improvements this summer. To avoid frazil ice an additional wing dam, one thousand feet long, will be constructed. This will begin where the present

wing dam leaves off, and will extend up a thousand feet at an angle to the present structure. The new dam will make the intake one thousand feet wide and thirty feet deep, whereas the present intake is five hundred feet wide and twelve feet deep. It is desired that in order to avoid the frazil ice, the current should be directed toward the centre of the river, and thus leave the water quiet at the intake of the wing dam in order that it will freeze over. The company will also build about 1,000 feet of cribwork, and out of the tail race they expect to excavate about 20,000 or 25,000 cubic yards of reef, so that there will be nothing upon which the frazil can hang. In order to provide against all contingencies the company is going to install a steam plant, in a fire-proof building, on Clennville street, which will supply the Montreal users with light, in case of anything occurring at the works. To provide in case of accident, for the wants of other customers, a steam plant will be put in at Cote St. Paul, also in a fire-proof structure, to take care of the street lighting there, as well as in Westmount, St. Henri and Montreal West. It is expected that the whole of this work will be finished by December 1.

Railway Matters.

Arnprior, Ont., is to have a new C.P.R. station.

The Central Ontario Railway Company is advertising for tenders for the extension of its line to Bancroft.

Over 500 men are employed on the construction of the coast railway between East Pubnico and Barrington, N.S.

T. McAvity & Sons, of St. John, N.B., are manufacturing for the C. A. Railway and O., A. & P. S. Railway 5,000 bronze car bushes, amounting to \$15,000.

Work was commenced June 15th on the Inverness, C.B., railway. Thirty miles of the road, according to the contract, must be completed by December 31st, 1899.

The new C.P.R. train "The Imperial Limited," began running on June 18th. It covers the distance from Montreal to Vancouver in 100 hours. It runs every day.

The old St. Lawrence & Ottawa Railway bridge, now owned by the C.P.R. across the Rideau, near New Edinburgh, will be replaced shortly by a new steel truss bridge.

The families of McDonald and Fraser, the two Nova Scotians who died from neglect while laborers on the Crow's Nest Pass, have been given \$1,500 each by the C.P.R.

The East End Incline Railway, Hamilton, Ont., and about 40 acres of park land adjoining it on the mountain top will be sold by auction, July 14th, to satisfy creditors, who hold mortgages. The principal creditors are Toronto men.

The work of converting the railway from Robson to Rossland, B.C., recently acquired by the Canadian Pacific, from a narrow to standard gauge, was completed last month. Rossland, B.C., is now only four days' travel from Montreal.

The Montreal and Southern Counties Railway Company have had surveyors employed at work for some time on the south side of the river laying out routes. They are now about to begin work on the first section of their system to connect, for the present, with the Grand Trunk Railway at St. Lambert.

The Ottawa & Gatineau Valley Railway has just concluded negotiations for the lease of 9 of the largest lakes in the Upper Gatineau. These lakes which are well known fishing grounds will be used for the benefit of the company's patrons. Club houses will be erected and boats, fishing tackle and all requisites will be kept on hand for the use of sportsmen.

A comparative statement of the railways of the world shows that Canada has, with one exception, a greater mileage than any other country in the world, on the basis of population. We even surpass the United States, which has 26¼ miles of railroad to each 10,000 inhabitants, against Canada's 32.17 miles for the same number of inhabitants. Australia is practically on a par with Canada, its percentage being 32.23 miles. The computation is made in a late edition of a prominent German publication devoted to railway affairs, and known as *The Archiv für Eisenbahnwesen*.