

The Cape Breton Electric Co.'s road has been extended to North Sydney.

A preliminary survey has been made for a railway between Kingsbury and Windsor Mills, Que.

Wm. Robinson, a former resident of Owen Sound, and a railway contractor, proposes to establish car works there.

A bridge over the Detroit river, from Windsor to Detroit, is again being agitated. The railways are interested and plans have been prepared.

Construction is to be pushed on the Restigouche and Western Railway, from Campbellton to St. Leonards. Malcolm & Ross have the contract.

It is rumored that a syndicate has offered to take the Prince Edward Island Railway off the hands of the Government and run the trains by electricity.

The C.P.R. has decided to build a line south from Winnipeg to Minneapolis, instead of having to depend upon running rights over the Great Northern.

The street railway men in Montreal struck May 23rd, but the strike was broken on the 27th. Another strike was threatened in Toronto, but was averted.

The new bridge across the Saskatchewan, by which the C. & E. Railway is to enter the town, will be a high level one, and one of the finest structures in Canada.

The rails have been laid on the G.N.R. extension to the mouth of the Fraser river. The steamer Victoria will connect and form a ferry service to Vancouver Island.

The H. G. & B. electric railway has installed a 400-h.p. generator at Grimsby, and the cars are now run by power supplied by the Cataract Power Co. from De Cew's Falls.

The C.P.R. is building at its Montreal shops six new sleeping cars which will be named "Thrums," "Thurso," "Trail," "Tyndall," "Trudeau," and "Treherne." Each car will cost about \$17,000.

The Canadian Northern Railway Co. will grade one hundred miles more of road than intended this year, so as to provide work for the Barr colonists, but the iron will not be laid.

Fifty years ago, on May 16th, the first passenger train ran out of Toronto, over the Ontario, Simcoe & Huron Railway, afterwards the Northern, to Aurora and return. The conductor, John Harvie, is still alive and a resident of Toronto.

Schell & Purcell have been given the contract for that section of the Chateaugay & Northern Railway, from Bout de l'Isle to Maisonneuve. J. W. Poupore will construct the bridge over the River des Prairies and the line between Joliette and Charlemagne.

The C.P.R., which has been operating the Calgary & Edmonton Railway on a short lease, has acquired it on a 99 years lease, and will put it in thorough repair, and probably extend it into the Peace River country and elsewhere. It is 300 miles long and is one of the best-paying parts of the C.P.R.

An extension of time for the completion of the Manitoulin & North Shore Railway, one of the Clergue enterprises, is being asked for. By the terms of the act granting a subsidy, the section between Meaford and Owen Sound should be completed this year. A small section southwest of Sudbury is all that is built, though a good deal of survey work has been done.

While raising a heavy steel girder at the new bridge over the Kootenay, near Nelson, on the C.P.R., the chain on the derrick broke, letting the girder fall. One man was knocked off the bridge to the rocks beneath, another was pinned down by the falling debris, and several others were thrown about, but only one was seriously hurt. The Rossland train was passing over the bridge at the time and the trainmen and passengers witnessed the accident. The new bridge, which is a modern one, with stone piers, takes the place of the original wooden one built by the late Mr. Duchesnay.

The I.C.R. is to be extended to Sydney Mines.

The yard of the G.T.R., Bonaventure Station, at Montreal, is to be roofed.

An electric power brake is being tested. It was invented by some Toronto men.

Construction work on the Bay of Quinte Railway extension has been commenced at Actinolite.

Electric automatic signals are to be put in at the crossings of the I.C.R. at Campbellton, N.B.

The Nova Scotia Steel Co.'s limestone quarries at Point Edward are to be connected with the I.C.R.

Construction is to be commenced on the V. V. & E. branch of the G.N.R. from Grand-Forks to Phoenix.

The Hopewell-Leslie-McPhee cattle guard has been selected by the commissioners as the best of about 200 tested at Ottawa.

In the inquest held on a man killed on the Toronto Street Railway the jury condemned the fender in use as inadequate.

The contract for the erection of the new C.P.R. machine shops, at Nelson, has been let to A. G. Creelman, of Rossland. The building is to cost \$10,000.

The Canadian Northern Railway Co. has submitted plans to the city of Winnipeg for a new station and hotel, new shops and a steel bridge across the Assiniboine.

Engineer C. Russell's camp, on the Temiscaming Railway, was destroyed by fire, started from sparks from a bush fire. Nearly all of the men's clothing was burned.

A 500-mile stretch of the Great Northern Railway, between the Manitoba boundary and Edmonton, is to be aided by a Government guarantee of bonds for \$13,000 a mile.

Construction work has been begun on the Rosendale branch of the C.N.R. The line of the extension from Neepawa to Carberry has been located, and work will shortly commence.

Oil as a fuel has proved such a success on all the lines of the Southern Pacific Railway that general orders have been issued for the conversion of all the engines into oil burners as soon as possible.

Two compressed air locomotives, of thirty-five tons each, are being used at Dominion No. 2 colliery, at Glace Bay, and two more are expected in a short time. They are the first to be installed in any mine in Canada. The compressed air will have a pressure of 650 pounds to the square inch, and they will carry twenty-five two ton cars up a four per cent. grade, and return the empties with one charging. Reservoirs will be placed in a number of parts of the pit and at those the supply of air when exhausted can be renewed.

A number of railway accidents have occurred during the past month. The worst was on the C.P.R., near Dexter, 52 miles east of Fort William, where a tie train was ditched, and 12 men in a boarding car burned to death, and a number seriously injured. The cause is supposed to have been a broken wheel. By a rear-end collision on the Lake Erie & Detroit River Railway, at West Lorne, three men were killed. Ten cars of wheat were wrecked on the Midland division of the G.T.R., at Lindsay. The accident was caused by a broken axle, the result of an overheated box. A C.P.R. freight engine rolled down an embankment, and four cars were burned, near Magog. The cause was a burned bridge.

A meeting of ratepayers of Toronto Junction was held last month to consider the telephone situation. The Bell Company charges Toronto Junction citizens \$35, with a toll of 10 cents for connection with Toronto, an average of three to five miles distant. Where through connection is made free to subscribers, the charge is \$110. F. Dagger, a telephone engineer of Toronto, told the meeting that an automatic system, under municipal ownership, could be installed for annual rental of \$9 a year for houses and \$12 a year for business places. If operators were employed the cost would be \$12 and \$15 respectively. The council appears to be acting