

A COMPANY is in course of formation with the object of building a line from Wolseley, situate on the C.P.R., to Fort Qu'Appelle. The distance is forty miles.

THE Lake Megantic Railway Co. are applying for incorporation. They will rebuild a railway from Lake Megantic, Que., to the international boundary.

THE contract for the iron work in the Brock street tunnel, Montreal, has been awarded to the Dominion Bridge Company, the price being a trifle over \$4,000.

STOCK in the new incline railway in Hamilton is being subscribed for rapidly, and the company expects to begin operations early in the spring.—*Evening Times*.

JOHN McFEE, who took the contract last fall to build the extension to the low water wharf at White's Cove, N.B., expects to have it finished by the latter part of June.

A RAILROAD is proposed to be constructed from Nepigon, Ont., to James Bay. The Duluth, Nepigon and James Bay Railway Co. are applying for a charter for this purpose.

THE Nine-Mile-Point fog bell, on the west extremity of Simcoe Island, at the east end of Lake Ontario, will on the re-opening of navigation, be replaced by a steam fog horn.

THE following have been elected officers for the Montreal, Portland and Boston Railroad: President, G. W. Hendee; vice-president, A. H. Gilmour; and, secretary-treasurer, H. C. Fisk.

THE officers of the Montreal and Occidental Railway are as follows: President, J. A. Chapleau; vice-president, D. Rolland; managing director, H. J. Beemer; and secretary, E. Rodier.

THE St. Lawrence & Adirondack Railway Company will transfer their head office from Salaberry de Valleyfield to Montreal. The line will probably be leased to the Central Vermont Railroad.

IN the case of the Central Trust of New York against the Buctouche & Moncton Railway, which was to be sold under an order of the N. B. Supreme Court, the auction sale of the railway and plant has been postponed till the 6th March next. This is the fourth postponement of the sale, the first sale having been announced for August last.

THE Quebec & Lake St. John Railway Company want the Government to convert their land grant for the La Tuque extension into one of money, half of which they want to apply to the Chicoutimi extension.

VICTORIA, B.C., should be happy! C.P.R. trains will run there direct, and a ferry steamer is being built to ply between the mainland and Sydney at the terminus of the New Island line. Arrangements are also being made for opposition steamers to work in connection with the Great Northern Railway.

THE South Shore Railway Company have elected the following as officers: President, L. Tourville; vice-president, J. R. Wilson; managing director, H. Beauchemin. Preparations are being made for the construction of the line between St. Lambert and Sorel, and the line will eventually be extended to Chaudiere.

A PAISLEY (Scot.) firm have been awarded the contract to build a steel-screw steamer for buoy and lighthouse service, and also to act as a fishery protection cruiser on the east coast of Canada. The dimensions of the vessel will be 180 ft. long, 31 ft. broad, 16 ft. deep (in hold). The price is about \$85,000.

THE Nova Scotia Legislature some time ago made a claim on the Dominion Government that the latter should recoup a large subsidy which had been paid by the Provincial Government in aid of the Halifax & Cape Breton Railway, which is now operated as a portion of the I.C.R. Mr. Haggart has decided against the claim on the ground that the Nova Scotia Government had voluntarily granted the amount in the interests of the people in the district. The Exchequer Court has granted the right to bring a suit against the Dominion Government.

MR. DEATH recently gave an address before the St. John, N.B., Board of Trade, pointing out some of the peculiarities of hemlock wood. This wood is said to be the only kind capable, in the tropics, of withstanding the attacks of ants, rats, etc., and was likely therefore to pay exporters well, especially as the supply was limited and chiefly local.

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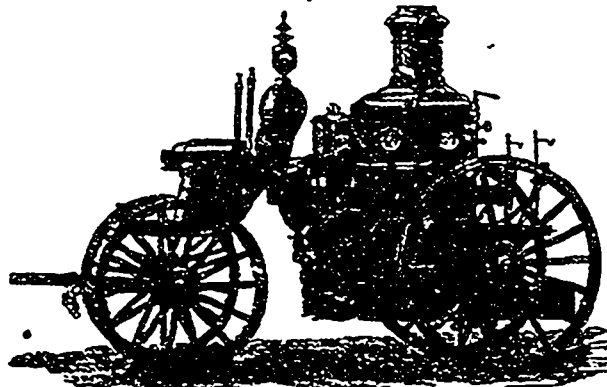
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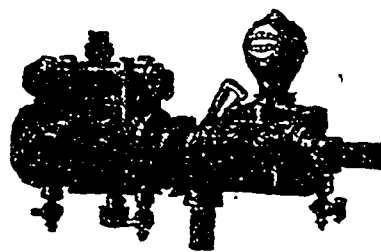
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