

New G. T. R. shops are to be built at Allandale.

Cars have commenced running on the Berlin & Gait Electric Railway.

Considerable extensions are being made on the St. John, N.B., street railway.

Work has begun on the tramway between New Aberdeen and Bridgeport, C.B.

The town of Collingwood is interested in no less than seven electric railway charters.

The Halifax Electric Tramway Company is spending about \$200,000 in improvements.

Tracklayers have been laying rails on the old Hudson's Bay Railway, out of Winnipeg.

The New Brunswick Coal & Railway Co. will run trains from Norton to Newcastle in a few days.

The Hudson's Bay Company has the contract for supplying the survey camps of the Grand Trunk Pacific in Northwestern Ontario.

The C.P.R. is making extensive improvements to the roadbed west of Brandon with a view to increasing the weight and speed of trains.

The Grand Trunk Pacific has 14 gangs of 20 men each in the field, between North Bay and the mouth of the Temagamic, and along the valley of the Sturgeon river.

A contract has been let for the grading of a branch of the Canadian Northern Railway from Swan River to Thunder Hill, a distance of 20 miles. John Kennedy has the contract.

The courts having decided that the Montreal Park and Island Railway could not legally build an electric line on the main road of Longue Pointe municipality, to connect with the lines of the Chateauguay and Terminal Railways, the Northern Railway Company has offered to do the work.

As commissioner of railways in the Orange River Colony and the Transvaal, Sir Percy Girouard, the well-known Canadian engineer, states the railway receipts on his systems for the year ending June were £5,349,230, and the expenditures £2,825,253, leaving a handsome surplus.

John Judge, for 28 years on the Kingston and Pembroke Railway, has been appointed superintendent of construction of the Temiskaming Railway, at a salary of \$1,200 per year, with a prospect of a responsible office when the road is completed.

The two large Grand Trunk iron bridges across the Don River at Toronto were moved about 35 feet in opposite directions without interrupting traffic, and the company will build two new bridges and lay four tracks. The old bridges will be used for shunting and freight trains, while the new ones will be exclusively for passenger trains.

General Manager Chamberlain, of the Canada Atlantic Railway, has announced that the extension of that system to Sault Ste. Marie will be prosecuted without delay. The survey will be begun early in the winter. The starting point of the new line will be Brule Station, between Whitney and Depot Harbor, 180 miles west of Ottawa. The survey will follow the height of land north of Lake Huron and Georgian Bay to the Soo, and the line will be about 300 miles in length.

Under the charter which used to be known as the V., V. and E., the Great Northern Railway is continuing construction work at the Vancouver end of the Coast to Kootenay railway, there being a thousand men at work between New Westminster and Sumas. The Great Northern is building a number of small lines which will make a sort of network over the rich farming section of the lower Fraser valley, and connect with Vancouver. The bridge under construction at New Westminster will afford a number of roads a connection.

Two plans are proposed in connection with the project for an Australian trans-continental railway. The Government's proposal is to subsidize the road by giving large tracts of land to the company undertaking its construction. The representative of a big syndicate has made an alternative proposition, by which his company offers to buy £7,000,000 worth of lands from the Government, at the latter's own price, the road to be constructed by the Government with the money thus obtained. The project is being considered by other big financiers, including a well-known firm of Canadian capitalists who have been active in railway construction in Canada.

A street-car in Ottawa got beyond control and dashed into another. The motorman had his leg broken, a lady passenger was so injured that her foot had to be amputated, and two others were injured. An investigation showed that the accident was caused by a short circuit, though the motorman forgot himself afterwards, or he might have stopped the car.

Councillor Devlin, of Pembroke, says the Observer, has invented an automatic signal for railway crossings. It provides for a bell at the crossing to which are attached wires extending along the track on both sides. Some distance from the crossing there is a trip device on the rail, and when a train strikes the trip it starts the bell ringing and keeps it ringing till the train has passed.

A dining car, which was being shunted on to a siding at Merriton, on the G.T.R., ran away through the brakes being out of order. The brakeman did his best to stop it and finally jumped. Five colored waiters also jumped, and the car ran on to Port Dalhousie, seven miles from where it started. A telegraph message was sent ahead, and a switch was opened for it so as to avoid a collision with other cars. It ran to the stop-block, which it broke through and ran off into a marsh where there was about six feet of mud and water. It was hauled out without having sustained much damage.

One of two locomotives which are being built at the Baldwin Works in Philadelphia, for the Canadian Copper Co., at Sudbury, will be a mechanical novelty in its way, as parts will be composed of nickel steel, making it cost \$4,000 more than the ordinary locomotive. An important feature of the boiler from a mechanical standpoint will be that every 100 pounds of steel in it will contain from three to four pounds of nickel. The other parts which will be of nickel steel will be the frames and rails, driving axles, crank-pins, piston rods and other important parts. The International Nickel Co., which controls the Canadian Copper Co. will provide the nickel.

Personal

James Speight, a prominent wagon manufacturer, of Markham, Ont., is dead.

Jno. Macmichael, for some years manager of the James Robertson saw and lead works, Toronto, is dead.

John H. Shaw, C. E., of North Bay, has been commissioned to survey two townships, one hundred miles northwest of Lake Temiscamingue.

Frank Barr, assistant general manager of the Boston and Maine Railway, has been appointed general manager in place of the late T. A. Mackinnon.

F. H. Badger, superintendent of the Montreal fire alarm department, is dead. He had previously been in the same service in Boston, and was an expert electrician.

Lieut. F. N. Gibbs, of Port Arthur, late of the 3rd Canadian Regiment, consulting engineer for the J. C. A. Henderson Mining Company, of Johannesburg, South Africa, is in this country looking up the very latest mining machinery. He says there will be great railway developments in South Africa very soon, and is enthusiastic over the mineral wealth of the Transvaal.

P. M. Arthur, chief of the Brotherhood of Locomotive Engineers, whose tragic death at the grand lodge meeting, in Winnipeg, was announced in the last issue of the Canadian Engineer, was succeeded by A. B. Youngson, of Ohio, who also died after filling the office thirteen days. W. S. Stone, of Iowa, is his successor. He will continue to carry out the policy of the late Mr. Arthur.

Geo. Shattuck Morison, one of the foremost civil engineers on the continent, died recently in New York. His reputation depended largely on his success as a bridge builder, he having constructed ten bridges across the Missouri and five across the Mississippi. His bridge at Memphis, Tenn., which has a single truss span of 790 feet is surpassed only by two bridges in the world—one in India and the Forth bridge in Scotland. Mr. Morison was a member of the Isthmian Canal Commission.