

Wentworth estimates provide \$10,685 for road repairs.

Niagara Falls has carried a by-law to instal a third pump in its waterworks.

The Charlotte street bridge, over the railway at Sydney, C.B., is to be widened and levelled.

Athens, Ont., is moving in the direction of a local telephone system.

Thornbury freeholders will vote on a by-law to give a loan to the Star Gasoline Co.

St. Catharines ratepayers will vote on a by-law to purchase the gas plant of that city.

The village of Buckingham is going to spend \$10,250 in macadamizing the streets and putting in more sewers.

Winnipeg asks authority to develop the water power of the Assiniboine river, and to build a canal between the Assiniboine and Lake Manitoba.

Regina, N.W.T., has decided that a system of waterworks, electric lighting and drainage shall be installed. John Galt, of Toronto, will act as consulting engineer.

St. John, N.B., will instal a new fire alarm system in five circuits. There is now only one circuit, and because of an accident recently, not a box in the city could send an alarm for six hours.

R. E. Milligan, a New York expert engineer, reports in favor of the Thames as a source of water supply for London, Ont. The Springbank water now used is good, but a larger supply cannot be obtained. Either branch of the Thames may be used.

The snowfall for Montreal during the past winter is officially stated to have been ninety-seven inches. Of this, 218,800 loads were drawn to the dumps at a cost of \$94,301, half of which was paid for by the city and half by the Montreal Street Railway Company.

The Bank of Ottawa will build a fireproof ten story office building in Montreal, steel frame, first two stories granite, remainder light grey stone, two fast steel elevators, and a line of vaults from cellar to roof. It will have a frontage of 38 feet on St. James street, and be 130 feet high from the sidewalk.

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## Railway Matters.

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Snowsheds are to be build along the Newfoundland Railway line to prevent a repetition of last winter's blockade.

The grading of the C.N.R. east from Edmonton is to be proceeded with at once.

A survey has been made for an extension of the electric railway from Long Branch to Oakville, along the lake shore, connecting at Oakville with the Hamilton Radial Railway.

The Montreal and Southern Railway Co. are hopeful of joining Montreal and New York by means of an electric road. They are going to equip their lines so as to attain a speed of 60 miles an hour.

Arrangements are being made between the Montreal Street Railway Co. and the Grand Trunk which will enable the former to lay their rails and send their cars across the St. Lawrence by way of Victoria Bridge.

A charter is asked for the Keewatin and Ontario Railway Co. to construct a line from the western boundary of Ontario to Rat Portage and thence to the mouth of the Albany river at James' Bay, with branches south to the C.P.R. and Lake Superior.

It is stated that it is the intention of the Government to extend the Intercolonial Railway from St. Rosalie, where it now connects with the Grand Trunk, to Longueuil, and enter Montreal over the new bridge which is to span the St. Lawrence. The idea is ultimately to continue the I.C.R. to the Great Lakes.

The Irondale, Bancroft and Ottawa Railway engineers are at work on an extension eastward from the present terminus to near Bancroft.

A survey is being made for a branch railway from Stirling to Cardston, N.W.T., under Mr. Bryce, C.E. It is to be pushed to completion at once.

A scheme is on foot to build a railway from New Liskeard to Lake Abitibi by Iroquois Falls. A land grant is asked from the Ontario Government.

The Canada Atlantic is asking for power to build from Depot Harbor to Sault Ste. Marie, where connection will be made with the Western United States lines.

Sir Wm. Van Horne, John Bertram, of Toronto, and E. C. Fry, of Quebec, have been appointed a transportation committee to enquire into the whole system of transportation in Canada. Sir Wm. Van Horne will represent the railway interests, Mr. Bertram, shipbuilding, and Mr. Fry, the shipping interests.

The C.P.R. has been granted an extension of time for the construction of its Great Northwest Central branch. A clause has been inserted in the charter which provides that the line is not to approach within 40 miles of any existing railway, and not more than 250 miles is to be built without further permission from the Government.

Sir Charles Rivers Wilson, president of the G.T.R., attributes the prevalence of railway accidents on this continent to a cause which he says is very obvious, namely the great pressure of business, and does not appear to regard the introduction of the block system favorably on account of the long distances.

The Grand Trunk is asking for power to issue \$20,000,000 of new stock to provide for elimination of grades, double-tracking, terminal facilities, elevator accommodation, etc. Contemplated improvements at Toronto, including terminals on the old Parliament House grounds, will cost between \$300,000 and \$400,000. A considerable sum will also be spent at Hamilton.

A by-law to grant the Berlin and Preston Street Railway Co. the sum of \$6,000 in lieu of purchasing a right of way for it through private property was defeated at Berlin. Right of way over certain streets will now be asked so the line can be extended to Waterloo. Two motor cars, built for the road at Ottawa, are handsomely finished, and will carry sixty passengers each.

Observation cars are to be run over portions of the Montreal street railway. They will be leased and operated by the National Observation Car and Coach Co., of Boston, who operates a similar service in several large cities of the United States, including Philadelphia, Denver, Salt Lake City, Boston, etc. A lecturer will accompany each car to point out and explain places of historical interest.

The Phoenix, B.C., branch of the C. & W. division of the C.P.R. is now equipped with the two most powerful locomotives in the world, built at the Shay Engine Works, Schenectady, N.Y., for the C.P.R. They are to be used in ore hauling from the Phoenix camp to the Granby smelter, and work on the cog system. They are seventy feet long, over all, and on a level track the hauling capacity of each engine is sufficient to draw a train of loaded cars a mile and a half in length.

About 60 miles of the Temiskaming Railway have been graded. Track-laying is to commence June 1st. The terminal arrangements between the Temiskaming and C.P. Railways at North Bay provide that the latter will do all the switching, making up of trains, housing of engines, handling of passengers and freight, issuance of tickets, cleaning of cars, supplying coal and water, and all other work pertaining to a terminal, the employees of the C.P.R. being considered employees of the Government line while doing the work. The advantage will be that the construction of terminal facilities, costing at least \$80,000, will be avoided, and the Temiskaming commission will pay for each service rendered at a price named in the schedule.