

steamer that would attempt to navigate the river early in March and late in December.

NEGOTIATIONS have for some time been in progress between the Hamilton, Grimsby and Beamsville Railway and the Toll Road Company to allow the railway to make use of Main street. Difficulties have cropped up, however, and it is uncertain whether the matter can be arranged.

N. K. CONNOLLY, since his imprisonment, has sent in his resignation of the position of president of the Richelieu and Ontario Navigation Co., but he has been requested to withdraw it. Michael Connolly was appointed acting president during the absence of his brother.

THE Grand Trunk have decided to build the proposed single arch bridge across the Niagara. The new bridge will be a steel arch structure, which will rest upon two ledges of rock formed midway between the water's edge and the top of the bank. The bridge will be about six hundred feet long and cost about \$200,000.

THE Toronto Board of Trade, at a meeting recently, passed a resolution, by a very large majority, to the effect that a ship canal between Georgian Bay and Lake Ontario was financially impracticable, and, even if constructed, would be a useless expenditure of money.

THE Peterborough Navigation Co. are taking steps to secure a charter. They will build a large new steamer to ply on the Otonabee river to a park which the company propose to form about five miles down the river. R. S. Davidson, Peterborough, is the secretary and treasurer *pro tem*.

NEGOTIATIONS are in progress for the transfer of the Richelieu Ontario Navigation Co. to an American syndicate, headed by H. A. Everett, who was recently managing-director of the Montreal Street Railway. It is rumored that this important deal will eventually be found to include other river and lake companies as well.

THE Lower Laurentides Railway Company is asking the Provincial Government's permission, says the *Montreal Witness*, to change the route of their road from Grandes Piles to Grande Mere, which, they say, offers considerably fewer difficulties in the way of construction.

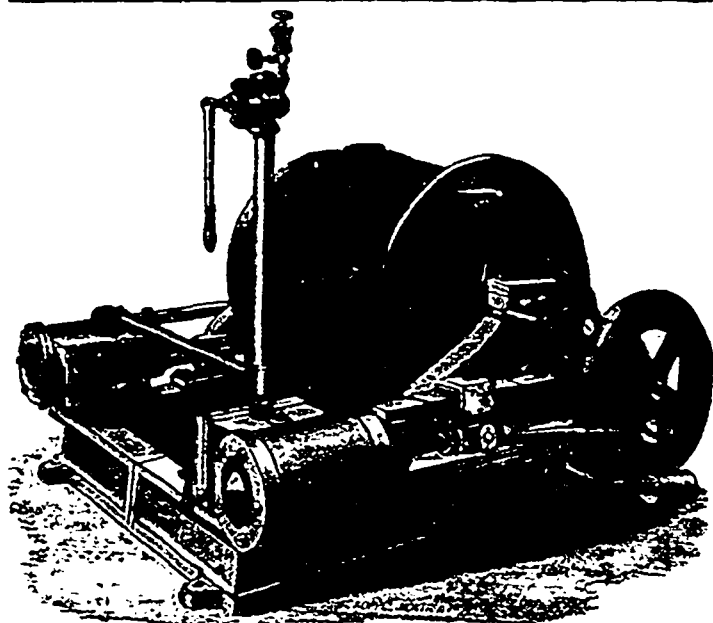
It is quite possible that the London & Port Stanley and the Lake Erie & Detroit River Railroads will be joined together by means of another section of line, and run as one road.

THE new Bangor and Aroostook railway was opened last month. Speaking of this the *St. John Sun* says: "This is a memorable event and it means the completion of the greatest trunk line in New England to Houlton." Work on building the road further north will be resumed earlier in the spring.

THE Esquimalt Marine Railway Company are constructing in Esquimalt harbor a marine railway for docking and repairing vessels. The plan, which it is believed will be considerably cheaper than the ordinary dry dock method, will consist in floating the vessels on a cradle, where they will be fastened by patent blocking, then pulled up an inclined railway 700 feet long on six tracks by means of powerful machinery. The cost of the undertaking, including repairing shops, is estimated at \$60,000.

A. R. SUTTON, civil engineer, Chicago, proposes the establishment of a ship canal between the lakes and Hudson River, connecting with the latter at Troy or Albany, N.Y., and thus forming water communication with the ocean. The proposition is to change the course of the Welland Canal, in connection with the charter granted by the Dominion Government for its improvement, Mr. Sutton claiming that it will be much cheaper to divert the course of the canal from a point near Thorold east to Niagara River, midway between the rapids and Niagara town on the south, than to carry out the proposed improvements.

C. R. G. JOHNSON, of Montreal, fire insurance agent and broker, has been appointed resident agent of the Connecticut Fire Insurance Co., of Hartford, Conn., the cash capital of which is \$1,000,000, and net surplus, \$500,000. Mr. Johnson now represents the "British America," "Agricultural," of Watertown, N.Y., and the "Connecticut," three strong and reliable companies. In addition to his agencies, Mr. Johnson transacts a large brokerage business, and places risks with all the chief companies doing business in Canada and elsewhere, on mills, factories, elevators and warehouses, situated in any part of the Dominion, and gives such matters his personal attention.



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