

THE C.P.R., who bought recently the Yonge street wharf at Toronto, are about to improve it

CARVERT & TEBB are opening in Peterborough, Ont., a new factory for the manufacture of canoes

THE steamship Barcelona, of Halifax, is now making trips direct to Manchester, Eng., via the new canal

THE Canada Atlantic Railway Co. deny the report that they are about to build a branch line to Cornwall, Ont.

PLANS are ready for the new Canada Atlantic Railway at Valleyfield, Que., and work will be commenced as soon as possible

THE vessel "Earncliffe," belonging to A. & W. Smith, Halifax, went ashore off the East Indies last month, and will probably prove a total wreck. Loss about \$40,000.

THE Montreal Warehousing Co. have elected the following officers: President, L. J. Seargeant, vice-president, W. M. Ramsay; manager and secretary, G. A. Hanna.

THE Private Bills Committee of the Ontario Legislature have passed, with a few slight alterations, bill No 14, confirming the bonus of \$225,000, in aid of the Toronto, Hamilton & Buffalo Railroad Co.

THE C.P.R. will temporarily close the Lake Temiscamingue Colonization Railway, in order to thoroughly overhaul the engines and repair the rolling stock. Further facilities are to be provided for lumbermen.

THE Calvin Company is building a large steam barge at Garden Island. The dimensions are 180 feet long, 87 feet beam and 13 feet hold. She will be able to carry 40,000 feet of oak timber, and will be fitted up with a new Hazlett boiler.

ALL the pillars on the new railway bridge being constructed by the Gt. Northern at Grand Mere, Que., over the St. Maurice River, are completed. The contract for the iron work has been awarded to the Dominion Bridge Co., Lachine.

THE Victoria, Vancouver and Westminster Railway Co. have been incorporated. They will build a line from a place near Garry Point on the Fraser River, through Richmond, South Vancouver and Burnaby to Westminster, with a branch to Vancouver.

THE people of Charlevoix county are protesting against the Quebec Government's action in allowing the Quebec, Montmorency and Charlevoix Railway Co. to relinquish their line to Murray Bay, as formerly projected, in return for the non-payment of the subsidy of \$302,000 promised them.

THE Black line steamer now on the stocks at Simpson's yards, Collingwood, Ont., is making rapid progress towards completion. The galleys frame is in position, as are also the stanchions between decks. Boiler makers are at work putting in a new bottom on the boiler and the engines are being erected.

THE proposed freight ferry from Cobourg across Lake Ontario to Oak Orchard Harbor or some other convenient point on the American side, is taking more definite shape. The capital stock of the companies which have the matter in hand is about \$500,000, Robert Avery, of New York, being president.

THE contract which Hugh Sutherland, president of the Winnipeg Great Northern Railway Co., recently entered into with the Dominion Government has been approved of by Order-in-Council. This contract provides for the construction of a railway from Winnipeg to Hudson's Bay at the rate of 200 miles per year.

T. SENERAC took out an action against the Central Vermont Railway Company to recover \$30,000 damages on account of the alleged loss of valuable property at Stanbridge, owing to a spark from a passing locomotive. The action was dismissed on the ground that the evidence did not bring home the responsibility for the accident to the negligence of defendants.

OTTAWA Division No 168 of the Brotherhood of Locomotive Engineers have elected the following officers: Chief engineer, A. Hudson; 1st engineer, F. Rowe, and engineer, H. Clendennin, 1st assistant engineer, W. Prenter, and assistant engineer, N. Gadbois, 3rd assistant engineer, T. Chapman, guide, W. Botherall; chaplain, W. Graham. A. Hudson has been elected representative of the committee of adjustment for the C.P.R.

GEO. A. MOUNTAIN, chief engineer, and Geo. I. Root, of the engineering staff of the O. & P. S. Railway, have returned from Long Lake, where they have been laying out work for pile driving, which has begun along the shores of the lake. Long Lake has so many small bays that two or three miles of pile driving and trestle work will have to be done in building the line past the lake. Between seventy-five and a hundred men are already employed at this work. Rock cutting will begin in a few days on the first section beyond the present terminus of the line.—*Ottawa Journal*.

CAPT. E. DUQUETTE will run a steamer between Cornwall and Valleyfield.

THE steamer "J. L. Murphy" is at Sand Point, Ont., undergoing repairs to her boilers.

THE works of the Gilberts' Boat Co., Gananoque, Ont., will be removed from that place to Brockville.

THE Facer Hammered Solid Steel Car and Locomotive Steel Co. (Ltd.) are shortly going to begin work on their new factory.

THE Dominion Atlantic Railway Co. are going to make extensive improvements on their line this spring. Three station houses will be built.

R. O. & A. B. MACKAY, Montreal, will probably run the steamers "Acadia" and "St. Magnus" between Windsor and Montreal, instead of from Toledo.

WORK at the deep-water terminus at Halifax, which was recently destroyed by fire, will be started at once. A sea-wall will likely be built from the Cunard wharf to the dockyard.

THE London, Ont., Merchants' and Manufacturers' Steamboat Co. (Ltd.), with a capital of \$50,000, are applying for incorporation. John McClary, F. Leonard and Geo. Gunn are interested.

THE Columbia & Kootenay Navigation Co.'s steamer "Spokane" was last month burned to the water's edge. The cause of the fire is unknown. Loss, \$15,000, besides cargo; insurance, \$5,000.

THE Dominion Construction Co. have decided to go on with the Hunter street tunnel, Hamilton, as soon as the track laying for the Toronto, Hamilton and Buffalo Railroad is completed to the city.

WILLIAM HEALD, railway contractor, Arnprior, has been awarded the contract for the construction of a section of the Ottawa, Arnprior and Parry Sound Railway, east of Parry Sound. Work will start immediately.

THE Toronto, Hamilton and Buffalo Railroad will spend \$600,000 in Hamilton in building the line from Garth street to the eastern limits of the city, erecting a station and freight sheds, etc. This does not include the cost of car shops.

THE C.P.R. are building a branch between Fort Frances and Rainy Lake City, tapping the gold country lying between those points. The Mesaba Northern Railway and another company had been contemplating taking a similar step, but are now cut out.

THE 1,300 ton barque "Annie Stafford," of St. John, N.B., was last month totally destroyed by fire in Dieppe harbor, France. Loss about \$40,000. The fire is supposed to have been originated by some flints (with which the vessel was ballasted) setting fire to the woodwork, which was saturated with petroleum.

D. D. WILSON, S. Harkness, H. Youlden, J. Hewton, J. Breden and Mr. Walton, all of Kingston, are forming in Toronto a company for the purpose of manufacturing magnetic engines for yachts. The engine works by means of magnets only, and, it is claimed, gives better speed than either steam or electricity as ordinarily utilized.

THE Great Northern Transportation Co., Collingwood, Ont., are making arrangements for the calling of the propeller "Pacific" at Windsor and Sault Ste. Marie. The vessel, which will be replaced by the new one now in course of being built for the company, will probably be employed on the Windsor, Sarnia and Sault Ste. Marie route.

W. BROWN, shipbuilder Vancouver, B.C., has just turned out a new schooner, the "Queen City." It is 128 feet long, 23 feet 6 inches beam and 10 feet deep in the hold. She is capable of carrying 250,000 feet of lumber. A barquentine is also being built at the same yard, 160 feet long, 38 feet beam, 15 feet depth of hold, capable of stowing away 800,000 feet of lumber.

MONTREAL Harbor Board has awarded contracts as follows: Bar-iron and waste, B. J. Coghlin; pressed spikes, Peck, Benny & Co.; long wharf spikes, R. Donaldson & Son; cut nails, Lewis Bros. & Co.; bolts, nuts and coach screws, Pillow, Hersey Mfg. Co.; washers, Frothingham & Workman; oakum, James Wilson & Co.; manilla rope, Selater Asbestos Mfg. Co.; coal oil, Rogers, Robertson & Co.; castor oil, Henry Dobell & Co.; boiled linseed oil and white lead in oil, McArthur, Corneil & Co.; turpentine and oxide of iron in oil, Canada Paint Co.; iron castings, Wm. Rodden & Co.; steam coal, Kingman, Brown & Co.; the tender for files was left for award by discretion of chief engineer after a trial of the goods offered. The board have granted two berths of 400 feet each to Elder, Dempster & Co., just below the Donaldson Line, for their Avonmouth & London lines, and one berth on the west side of Victoria pier for the Columbia and Head lines of steamers.