

THE Drummond County Railway is to apply to Parliament for power to construct an extension of its railway from St. Hyacinthe to St. Lambert, and for power to bridge the St. Lawrence to Montreal.

It is stated that the Canadian Pacific Railway intends building a line from Brantford to Woodstock, Ont., in the near future. This would give the C.P.R. a through line from Detroit to Niagara Falls.

BELL & WILKIE, surveyors, Almonte, Ont., have made a preliminary survey of the proposed new line of railway from Carp to Almonte. Almonte and Carp business men subscribed funds for the survey.

At the annual meeting of the Canada Eastern Railway Co., held at Fredericton, Alex. Gibson was re-elected president and manager, and Jas. S. Neill, E. B. Winslow, Alex. Gibson, jr., and Chas. H. Hatt, directors.

THE Crow's Nest Pass Railway Company is applying for an act of incorporation, with power to build a railway from Lethbridge, Alberta, through the Crow's Nest Pass, to connect with the railway at Nelson, in the Kootenay district.

THE engineer of the Huron and Ontario Railway has completed his report on the proposed route of the line, and has forwarded it to Miller Bros., of New York, who are expected to undertake the construction of the railway.

THE contracts for the Québec, Montmorency and Charlevoix depot have been awarded as follows: Masonry and brickwork, F. Fackney; painting, J. M. Tardivel; heating, plumbing and roofing, P. P. Giguire. S. Peters is general contractor.

W. A. LOCKHART, at Chubb's Corner, N.S., not long ago, offered for sale the Central Railway. The property consists of 70 miles of railway and \$680,000 worth of bonds. The railway was offered at the instance of Clarke & Co., of Philadelphia. No bids were made.

THE township council of South Elmsley has repealed the by-law passed some years ago, granting a bonus to the Kingston, Smith's Falls and Ottawa Railway Company. The Federal Government recently gave an extension of time in which to begin the construction of this line.

THE Amherst News says that the line of rails on the ship railway have been laid to within three miles of the Tidnish end of the line. The further laying of the rails had to be suspended until a temporary bridge, which had been washed out, had been repaired. The pumping out of the dock at Fort Lawrence is being vigorously pushed forward.

A RECENT issue of the British Columbia Gazette contains a notice of application for incorporation of a company for the purpose of constructing a railroad from Kaslo by Kootenay Lake to Lardo, thence to Upper Kootenay Lake and head of Duncan River, with a branch beginning at Lardo River to and by Trout Lake, and thence into Lardo on Arrow Lake.

A DEPUTATION consisting of James Conmee, Algoma; Geo. T. Marks, mayor of Port Arthur; John McKellar and Geo. Hodde, of Fort William, has visited Ottawa to urge upon the Government the desirability of extending a subsidy to a projected line of railway from Port Arthur to Rainy River. The line will ultimately run through to Winnipeg, for the purpose of affording competition to the Canadian Pacific Railway, but it is only for the portion between Port Arthur and the Rainy River that they now desire the subsidy.

At the annual meeting of the New Brunswick Railway Company, the following directors were elected for the ensuing year: Robert Meighen, president; Sir Donald A. Smith and Mr. John Turnbull, of Montreal; Messrs. John S. Kennedy, Samuel Thorne, H. O. Northcott, J. Kennedy Tod, vice-president; D. Willis James, of New York; E. R. Burpee, of Bangor; H. H. McLean and John McMillan, of St. John. Alfred Seely was appointed secretary-treasurer, and W. T. Whitehead, land agent.

W. SUTHERLAND TAYLOR, treasurer of the C.P.R., has issued the following circular to all agents of the road: "This company's bankers have notified me that hereafter they will refuse to receive, either for deposit or otherwise, silver coins which have been mutilated or defaced, or which are light weight or worn smooth. Station agents and others making remittances will please note, and in future refuse from customers and others all such mutilated and defaced silver coins, whether Canadian or United States coinage. All Newfoundland silver coins must also be refused, as our bankers will not accept them on deposit. Agents neglecting these instructions will be responsible for the loss which will be incurred thereby."

THE C.P.R. station at Windsor street, Montreal, is to be enlarged in accordance with the original plans. A wing will be built on Osborne street.

THE extension of the St. Lawrence & Adirondack Railway between Beauharnois and Caughnawaga, which has been in progress for some months, is now complete to connect with the C.P.R. at Caughnawaga.

THE St. Catharines and Niagara Central Railway Company will seek from Parliament the right to issue new bonds, and to extend its line to meet the Toronto, Hamilton and Buffalo Railway to a point east of Smithville.

SIR JOSEPH HICKSON, ex-president of the Grand Trunk Railway, Montreal, and D. G. Griffith, Watertown, N.Y., have been selected as two of the three arbitrators in the traffic dispute between the Kingston & Pembroke Railway Company and the Bay of Quinte Railway and Navigation Company.

THE Sydney & Louisburg Railway has lately received for the Dominion Coal Co. from the Rhode Island Locomotive Works, Providence, N.S., an unusual locomotive. Its whole structure, engine and tender, is built as one machine, its water tank or tanks being on either side of the boiler and above its driving power or machinery. Its cylinders are 24 x 36 inches, and it has eight driving wheels.

THE St. Hyacinthe City and Granby Railway Company applies for incorporation, with a capital stock of \$100,000, headquarters at St. Hyacinthe, to build a railway to be worked by steam, electricity, or other motive power, from Bringham, in the county of Brome, Que., to the city of Hyacinthe, with branch lines in said city. The applicants are: Paul F. Payan, H. T. Chalifoux, M. St. Jacques, H. Pugnuelo, of Saint Hyacinthe.

At a meeting of the stockholders of the Manitoulin & North Shore Railway Co., held in Toronto recently, the following directors were elected: Peter Ryan, president; W. P. Chapman; E. S. Townsend; David Isaacs, vice-president; R. H. Bowes, secretary; David Phillips, treasurer; and John Ryan. The company will construct a line of railway from Manitoulin Island to a junction with the Canadian Pacific Railway's Soo branch. The building of the road will open up an extensive timber country and a rich mineral district, and afford an outlet for the farming community of Manitoulin Island.

THE Vancouver, Victoria and Eastern Railway is asking the Dominion for a charter to build from Vancouver across the municipalities of South Vancouver, Richmond, Delta, Surrey, Langley, Matsqui, Sumas and Chilliwack, thence across the first mountain range by a pass lately discovered, thence across Nicola valley, Okanagan valley, through the Boundary Creek and Kettle River country, into the great mining district of Kootenay; with power to extend across the continent to some point on the Atlantic seaboard, with branches to New Westminster, Victoria and Nanaimo.

It was believed that the Hamilton and Dundas Railway would soon change from steam to electricity, but the Dundas council failed to meet the views of B. B. Osler, president of the road, and so the steam line is to be rejuvenated at once, and in a couple of months the "Dummy" will have a new track between Hamilton and Dundas, and a large force of men will be put to work at once at re-constructing the road. All the sharp curves will be done away with and the grade improved. Leather & Wilson have received the contract for supplying the rails, spikes, bolts and fish-plates for the road, and these will be shipped at once. The ties are already on the ground. The rails will be 65 pounds.

Marine News.

THE St. John, N.B., harbor improvements are progressing rapidly.

J. DONNELLY, JR., of Kingston, has repaired and relaid the Rathbun Co.'s marine railway at Deseronto recently.

PLANS have been prepared by the Department of Public Works at Ottawa for the scows required in connection with the harbor improvements at St. John, N.B.

AFTER holding the position of harbor master at Toronto for sixteen years, Morgan Baldwin has resigned, and his deputy, C. W. Postlethwaite, has received the appointment.

THE Stulwart Shipping Co., of Yarmouth, N.S., is applying for incorporation. Capital, \$16,000; provisional directors, G. C. Sanderson, G. H. Guest, and G. B. Cann, of Yarmouth.

THE Dartmouth, N.S., Ferry Commission has decided to purchase a new steamer, accepting the offer of John Shearer & Son, Glasgow, for a steel boat to cost, delivered, £11,950 sterling.