

THE new pier at Neguac, N. B., has been completed at a cost of \$7,450.

THE C. P. R. have been exempted from taxation at Carleton Place, Ont., for one year.

A POINT near Nanaimo, B. C., has been chosen for a fortified coaling station for the British navy.

ENGINEER HANNAFORD, of the G. T. R., wants to begin building the John Street bridge, Toronto, at once.

RHODES, CURRY & Co., Amherst, N.S., are building several flat cars for the Moncton and Buctouche Railway.

THE Galt & Lethbridge, N.W.T. Railroad is now open again, after a change from narrow to standard gauge.

THE Department of Public Works are calling for tenders for the construction of a ferry wharf at Campbelltown, N.B.

T. A. MOSHER is building a railroad to connect his plaster quarries with the W. and A. R. at Newport Station, N.S.

A RAILROAD will be built from the Red Deer Forks Coal Mines to some point on the C. & E. R. between Calgary and Olds.

IT is believed that the C. P. R. will secure a portion of Ashbridge's Bay, Toronto, when filled in, for a shunting ground.

A BY-LAW will shortly be introduced at Marlboro', Ont., to grant a bonus to the Kingston, Smith's Falls & Ottawa Railway.

THE contract for erecting protection works at Grand Etang, N.S., has been let to Frederick Toms, Ottawa, at a price of \$17,000.

A BILL has been passed authorizing the Lake St. John Railway to borrow money on security of its property at Quebec and Hedyville.

THE Victoria and Sydney, B. C. Railway Co. have re-elected as officers: P. Dunboy, president; and Robert Irving, secretary-treasurer.

THE "Red Cross" Line has added to its fleet a new steamer, the "Sylvia," to ply between St. John's, Newfoundland, and Liverpool.

THE Intercolonial Railway is asking tenders for 285,000 sleepers, 50,000 fence posts and all lumber and timber required for use during 1894.

TENDERS are called by the Provincial Board of Works for the erection of wharves at Bayswater and Somerville, N.B., to be finished by April next.

THE Minister of Public Works has recently been visited by deputations with regard to the proposed railway from Montcalm to Ste. Julienne, Que.

THE British Columbia Southern Railway has now reached Elk River, says the *Golden Era*, and the engineers are re-locating the road at that point.

W. HEPBURN, of Picton, Ont., launched a new steam barge on the 2nd inst. It will be used in the grain-carrying trade, and has a capacity of 10,000 bushels.

THE Temiscouata Railway, with head offices at River du Loup, Que., is doing a large business this fall, shingles and lumber being the chief freight resources.

POINT EDWARD ratepayers, who are wanting to amalgamate with Sarnia, Ont., are considering the proposed grant of \$100,000 to the G. T. R. to establish car shops there.

THE cost of the international pier, N.S., which the Dominion Coal Co. will shortly begin building, will approach \$80,000. The company have been advertising for 200 workmen.

THERE is a talk of a petition to ask the Government not to give any subsidy to the proposed Hervey Railway from Land Point to New Germany, unless it is made a through line to Halifax.

THE steamer "Miowera," of the new Australian line, was successfully hauled off the reefs at Honolulu by means of anchors and cables after a long wait. The damage is fully covered by insurance.

MONTREAL city engineer expects that the guard pier will be finished in 1895. It has been decided to have it "rip rapped," that is, faced with broken stone on the outside, to guard it from the effects of ice, etc.

THE work of constructing the Kingston, Smith's Falls & Ottawa Railway will probably begin early next summer. Twenty miles, beginning from Rideau, have been already surveyed, and plans and profiles are now being prepared.

THE Mount Royal Park Incline Railway Company, Montreal, have paid a dividend of 6 per cent. on the receipts of last season. Mr. Withal has been elected president of the company: W. Mann, vice-president and managing director, and W. G. Turner, secretary-treasurer.

THE Winnipeg and Hudson Bay Railway Co. are going to ask for an extension of time in which to complete the main line.

THE steamer "Hero" is having new wheels put in at Picton, Ont., which will increase her speed a mile an hour, says the *Gazette*.

M. HENRY, Port Dalhousie, Ont., who has the contract for the iron work on the large lock gates for the Sault Ste. Marie Canal, expects to complete the work soon.

GEO. ROBERTSON, the retiring president of the St. John, N.B., Board of Trade, strongly recommends the establishment of a steamship service between that city and Manchester.

THE Dominion Coal Company advertise for 200 men to work at International pier, at Sydney, N.S., during the winter. The company will spend \$80,000 on the work.

THE number of inland vessels arrived during the past season at the port of Montreal, shows a slight increase upon last year, the figures being 5,244 and 5,190 respectively.

THE London and Port Stanley Railway Board of London Ont., city council have confirmed the lease of the road to the Lake Erie and Detroit River Railroad Company.

A CONTROLLING interest in the Richelieu and Ontario Steam Navigation Co. has been secured by an American syndicate who will act in conjunction with the Connolly's.

LOGAN & RANKIN, marine engineer designers, have designed a new engine to replace the ancient piece of machinery now in the steamer "Sadie," referred to in another column.

THE Dominion Coal Company are making extensive improvements on the International Pier, Sydney harbor, which will be its chief point for handling ocean freight.—*Halifax Herald*.

THE following have been elected officers of the Stanstead, Shefford & Chambly Railroad Company: President, J. J. Cowle; vice-president, D. D. Ranlett; and secretary treasurer, J. P. Noyes.

THE steamship "Evangeline," of the Evangeline Navigation Co., plying between Kingsport and Parrsboro, N.S., is being thoroughly overhauled in readiness for the resumption of navigation next season.

TROOP & SON, the large New Brunswick shipping firm, to whom we have referred before, are applying for incorporation under the Joint Stock Companies' Act, under the name of Troop & Son (Limited). The capital stock will be \$250,000.

A NEW contrivance to shelter the brakemen who run the ballast trains on the Parry Sound construction line has been arranged for, says the *Armstrong Chronicle*. Small canvas shelters are being constructed in the mechanical shops at Ottawa, to fasten to the flat cars.

AMONG the new large railway undertakings adopted in the report of the Special Railway Committee, Montreal, are a big C. P. R. hotel in conjunction with the new Craig street depot and a G. T. R. bridge over Mountain street, the probable cost of which will be \$150,000.

L. G. DE BERTRAM, one of the purchasers of the Moncton & Buctouche Railway, is making arrangements for the establishment of an all-the-year ferry system between Richibucto and Point Wolf, in connection with the railway. He proposes to build a boat for \$250,000.

THE Sherbrooke (Que.) *Gazette* remarks that the C. P. R. are busy putting in sidings:—one at McLeod's Crossing to Stearns' Mills, one at Pattee & Winsboro's Mills, between Milan and Springhill, and another at the lake near Milan for shipping pulpwood to McLeod's Mill.

THE number of ocean-going vessels arrived in the port of Montreal during the past season was 737 steamships, against 658 last year, with a tonnage of 1,128,658 and 1,004,396 tons respectively. Sailing vessels this season were fewer in number, though the tonnage was much greater than in 1892.

THE work of double-tracking the Niagara Falls Park and River Railroad is progressing admirably, says Manager Grant. The company finds it necessary to provide the road with car shops and more storage room. The new machine-room will be 50 x 80 ft., and will have a capacity of handling six cars at one time.

IN view of statements made to the effect that the new United States man-o'-war "New York" is too large to be dry-docked in any dry-dock on the continent, Geo. Johnson, the Dominion Statistician, points out that the great graving dock at Halifax is amply sufficient to hold her. It has 30 ft. of water on the sills at ordinary spring tide, and its length is 585 ft., which can be increased to 601 ft.; and its width 89 ft. at the entrance, 102 ft. at the coping, and 72 ft. at the bottom.