

RAMSAY ratepayers have passed the by-law authorizing the council to aid the Carp, Almonte and Lanark Railway by taking \$20,000 stock in the company.

RICHARDS, MILLS & Co., Liverpool, England, have bought out the Dominion Line of steamships at about \$9 per share. The company will be reorganized, but business will be carried on as usual.

A BILL is to be introduced shortly into the American Congress to provide for the erection of a bridge for railways, carriages and foot-passengers, to connect Buffalo and Grand Island with the Canadian shore.

THE following have been elected officers of the Temiscouata Railway Co.: President, E. D. Boswell; vice-president, Geo. Irvine; secretary-treasurer, D. Lindsay; general manager, Mr. Crockett.

HAMILTON city engineer is preparing plans for a \$200,000 steel viaduct along Cannon street, in connection with the proposed railway line from Woodstock to Niagara Falls. The line will probably be operated by the C.P.R.

THERE is a report that the Duluth, Missaba and Northern Railway will be extended in a north-westerly direction to Winnipeg, and thence to North Saskatchewan, thus forming a trunk line competing with the C.P.R.

PREPARATIONS are being made by the Nova Scotia Southern Railway Co. so that track laying may begin as early as possible in the spring. The rails have been purchased, and the wharf at Shelburne will be finished next spring.

JOHN ABBOTT, engineer to the Bangor and Aroostook Railroad Company, is preparing plans for a proposed new bridge across the river at Washburn. He estimates the cost of a steel bridge, with stone foundations, at about \$30,000.

THE New York, New England and Canada Company will shortly apply for a charter to build a railway from a point on the I.C.R., near Halifax, to Bunker Island, in Yarmouth harbor, and between any places within those points.

FURNESS, WITHY & Co. (Ltd.) have just added a new steamer, the "St John City," to their line of vessels plying between St. John, N.B., and London, Eng. The vessel measures 300 feet by 37 feet by 25½, and is of about 2,300 tons register.

THE Nova Scotia Railway Co. are applying for incorporation with power to construct a railway from Port Maitland or Meteghan to a point on the Dominion Atlantic Railway, between Ohio and Meteghan stations, thence to points on the Tusket river.

THE Victoria & Black Rock Ferry Co. (Ltd.), Kingston, Ont., are applying for incorporation. Capital, \$12,800. They will operate vessels on Niagara river above the Falls and on Lake Erie, east of Long Point, and will construct wharves, docks, elevators, etc., as required.

GREGORY BARRETT and others, of Calgary, N. W. T., are applying for a charter for a railway to be built from Clearwater, on the C. P. R., through Baldur, Glenboro, Carberry, Neepawa, on the Manitoba & Northwestern, to a point on the proposed Hudson Bay Railway in the Dauphin district.

THE first section of the United Counties Railway between St. Hyacinthe and Sorel, Que., was completed ready for traffic last month, and the second section will be finished this month. The completion of this line to Sorel will give a water-side terminus to the Canada Atlantic Company, which is to operate the line.

AN application will shortly come before the B. C. Legislature asking for an extension of time in which to build the Red Mountain Railway. An effort is being made in the province to checkmate this, as the building of the railway would be of great benefit to the American town of Northport, and of but very little value, comparatively, to British Columbia mining interests.

A COMPANY composed of Mr. Englehart and John Kerr, of Petrolea, and W. D. McRae, Mr. Wilson and others, of Wallaceburg, will shortly apply for a charter for the purpose of building a railway between Chatham, Wallaceburg and Petrolea. The road would open up a large section of new country and put it into communication with the growing town of Chatham.

THE case of Emile Dube against the Temiscouata Railway Co. is now before the railway committee of the Privy Council. Mr. Dube complains that in 1892 he paid the company 2 cents per tie for shipping ties, but since then the officers of the company went into the business in competition and raised the rates against him, till they were now 5 cents per cwt. for an average of 32 miles, thus injuring his trade and discriminating against him. Judgment has been reserved.

J. N. LEEHAN, marine engineer, is building an engine for a barge to be built for Capt. Foster at Smith's Falls. Capt. Foster is also rebuilding the barge "Quebec."

THE Ottawa & Gatineau Railway is now in running order to Pickanock, a distance of 56 miles, and next summer it will be carried 25 miles further to Desert, the Indian name of which is Maniwaki.

G. W. RAMEY, C.E., of Peterboro, reports that the Irondale and Bancroft Railway is now completed for 30 miles from Victoria Junction, east of Wilberforce. Two trains per day are now running regularly.

THE Boston and Maine Railway Co.'s steamer "Lady of the Lake," which plies on Lake Memphramagog, will, before next season, have new engines added, enabling her to make two trips daily between Magog and Newport.

IT is proposed to build a railroad from some point on the Northern Railway to pass through Durham, and Warton, and terminate at Kincardine. A charter has been already granted for a line from Warton to connect with the C.P.R. near Chatsworth.

THE propeller "Freeman," owned by Mr. Craig, of the Kingston Foundry and Machine Company, has been bought by Folger Bros., of Kingston, and is being refitted with a new boiler and new timbers. She is to run between Montreal and Oswego next summer.

THE Buctouche & Moncton Railway was last month sold by auction under foreclosure of mortgage by the Central Trust Co., of New York. The amount of the mortgage was over \$407,000, but the road was sold to Capt. Israel J. Meritt, of New York, for \$22,000.

THE Marine Underwriters' Association held a meeting in Montreal on the 20th ult., and elected the following officers: President, John Popham; Vice-President, Archibald Nicoll; Treasurer, E. L. Bond; Executive Committee, J. H. Routh, W. B. Evans and W. Cunningham.

CAPT. JOHN SIMPSON, who has the contract for building the hull of a new "Black" line side-wheel steamer at Owen Sound, Ont., has commenced work. The dimensions of the vessel are to be: length, 150 ft. over all; keel, 140 ft.; beam, 24 ft.; moulded depth, 8 ft. 6 in. The engines will be of the Manitou type.

THE new marine railway at Victoria, B.C., is completed, and is said to be working very satisfactorily. The hauling machinery consists of a wire rope coiled on two drums, and driven by means of three intermediate trains of gear wheels from a 95 h.p. engine, and it is capable of taking out vessels of all kinds up to 1,000 tons register.

THE Toronto, Hamilton and Buffalo Railroad Co. are applying to Legislature for power to extend the time for commencing work on the line from Watford to Lake Erie and for completing the line to Toronto, also for power to build a line from some point in the counties of Brant or Wentworth to some point in the counties of Waterloo and Wellington.

THE C.P.R. have agreed to extend the Montreal and Ottawa branch some time this year. They bind themselves to construct and operate the line as far as Alfred village during 1895, to expend \$50,000 on construction work west of Alfred, in addition to the \$100,000 which they have bound themselves to the Dominion Government to expend during 1896, and to ask no further extension of time.

R. DAVIS & SONS, steam yacht builders, Kingston, Ont., are very busy in their dry dock rebuilding the iron steamer "Maud," lengthening the bow 18 feet, and the stern 12 feet, making her 150 feet long. She will have all new cabins and joiner work, and all the modern improvements, including electric search light. They have also a contract to build a 111 feet steam barge, 22 feet wide, for the Folger Bros of Kingston. She is now in frame. They have a contract to build a new 100 feet passenger steamer for the same firm, to be completed June 1st, 1895. They are also to lengthen the steamer "Laurel" for Capt. J. Dix by adding 12 feet amidships. This firm will employ 40 to 50 men all winter.

THE method adopted in Antwerp for purifying the filthy water of the River Nethe is to pass it through revolving cylinders containing small pieces of iron, it having been ascertained that 15 lbs. of metallic iron is sufficient to purify a million gallons of water. The water thus treated is said to be completely freed from germs, bacteria, and other objectionable matters. Chemists find that the contact with iron reduces the organic matter from 45 to 85 per cent., and albuminoid ammonia by from 50 to 90 per cent., and all free ammonia is removed. The process has been applied with success to the water of the Delaware River in Pennsylvania, and is reported as being both simple and cheap.