

Railway and Marine News.

Work has begun on the G.T.R. bridge on John street, Toronto. The ground is now being surveyed for a new railway line between Waverly, N.S., and Windsor Junction.

The new branch line of the G.T.R. running from Owen Sound to Park Head, Ont., was opened for traffic last month.

The work of laying the railway track between Houlton and Monticello will be commenced about the middle of next month.

A HUNDRED and fifty men struck work on the Soulanges Canal at Coteau du Lac last month, owing to the delay in the payment of wages.

The Northern Pacific section house at Greenway station, Man., was set fire to last month by an incendiary, and burned to the ground.

The Dominion Parliament voted the required subsidy for the proposed new fast Atlantic line. The Government does not fix the terminal points.

SEVEN hundred men are now at work on the C.P.R.'s Temiscamingue branch, north of Mattawa. Eleven miles of track have already been laid.

The construction of the new workshops for the O.A. & P.S. and Canada Atlantic Railways will probably be commenced shortly at Ottawa.

The Allan line steamship "Scandinavian," on June 30th, struck an iceberg in mid-ocean, a large hole being knocked in her side about four feet above the water line.

At a meeting of the bondholders of the Manitoba & North western Railway they decided to foreclose the mortgage, but they afterwards discovered this could not be done.

The Northern Pacific Railway Co.'s workshops at Winnipeg will not be reopened until September. The places of the men who struck work recently will be filled by new hands.

The boiler of the steamer "Queen" exploded early last month in North Thompson River, near Kamloops, B.C., and the boat was blown to pieces. Two men were killed instantly and several more injured.

JOHN E. STEWART, the originator of the Tobique Valley Railway enterprise, who acted as its first president, has taken suit against the company for \$15,000, claiming this amount as salary for services rendered.

The following have entered into partnership under the title of the Quebec Shipsmiths' Association: Oliver Kennedy, John R. Webb, Richard Swindell, Thomas Lyons, Wilbrod Jalbert, John Byrne and David Swinton.

A TERRIFIC wind storm swept over Arrow Lake on Sunday, July 29th. The steamer "Illicillewaet," lying in Nakusp harbor, was broken in two. The steamer "Lytton," unloading railroad iron, was driven ashore and damaged to the extent of \$2,000.

The Dominion Line have secured the passenger steamer, the "Mariposa," for their weekly service between Montreal and Liverpool. They have also transferred their SS. "Toronto," under Captain Davis, to the Bristol trade, to replace the "Texas."

The International Steamship Company, St. John, N.B., will next month begin the construction of a new steamer, to be ready for service next year. Specifications for the new boat, which will be of large capacity, and one of the fastest on the coast, are now in the hands of the contractors.

The promoters of the proposed Manitoba and South Eastern Railway offer to the Provincial Government to transfer their land grant to the Government in consideration of a bonus of \$1,500 per mile and a guarantee of interest at 4½ per cent. for twenty-five years on \$5,500 per mile of second mortgage bonds.

The widening of the St. Lawrence ship channel at Varennes, where there used to be a curve much complained of by pilots, has been completed and the government dredge which has been working on the improvement, has been moved to Contracocur, and has begun operations on the widening and completion of the curve at that point.

The steamer "Rideau Belle," plying between Kingston and Ottawa, was entering a lock on her way to Perth, when something went wrong with her machinery and she struck the front of the lock, smashing the gate and knocking a large hole in her stern. She sank in a few minutes, with the water above her decks. She was raised after suffering damage only to the amount of \$100.

The rails on the O. A. & P. S. are now laid as far as Killaloe. Over a thousand men are working in the vicinity.

The bridges on the London & Port Stanley Railway across Kettle Creek are said to need great repairs or rebuilding.

JOHN PERKINS, of the Toronto Engine Works, has secured the contract for the construction of a base for the Red Rock lighthouse, Parry Sound.

The North-West Navigation Co.'s steamer "Colville," plying on Lake Winnipeg, was burned to the water's edge last month. Nothing was saved.

The Toronto Police Magistrate imposed a fine the other day of \$100 on the owners of the steamer "Garden City," for carrying over 1,300 passengers, when the vessel was only licensed to carry 700.

The Dominion Government granted a bonus of \$4,500 per mile to the Port Arthur, Duluth and Western Railroad for a distance of 150 miles. This will carry the line to the eastern end of Rainy Lake.

The "Amarynthia," which was grounded off Ile Ronde, Montreal, last June, was got free after a good deal of delay. She was taken to Hochelaga and afterwards to Quebec, where it was found that she had been badly damaged.

In the case of Gilbert vs. the Queen, in which the plaintiff claimed \$300,000 for balance of contract for deepening the Galops Rapids in the St. Lawrence, Justice Burbidge gave judgment for Gilbert Bros., Montreal, for \$205,000. Leave of appeal was given.

A SERIOUS accident took place a short time ago on the Salisbury & Harvey Railway, a bridge giving way and precipitating a train into the river. Fortunately there was only a depth of four feet of water, and the train's passengers and crew escaped with nothing worse than a severe shaking.

TENDERS have been accepted, and contracts entered into for clearing the right of way for the narrow gauge line from Yarmouth, N.S., to Tusket. Active preparations in all branches of construction work are now under way, including the abutments and piers for the Salmon and Tusket river bridges.

The steamer "Richelieu," of the Northern Adirondack line, running between Cornwall, Stanley Island and Summerstown, was running down the Salmon river when her bow violently struck on a sunken log. She began to take in water so rapidly that Captain Anderson decided to run her on to the sandy shore, where pumps were used. She was afterwards taken to Cornwall.

A SYNDICATE has been formed to handle Major Hughes' invention for ventilating railway cars, steamships, &c., and will apply for incorporation under the name of the Hughes Car Ventilating Co. (Ltd.), Toronto. Capital stock \$500,000. The applicants are Wm. McKenzie, president of the Toronto Street Railway Co.; Jas. Ross, Montreal; H. A. Everett, Cleveland, O.; Sam. L. Hughes, M.P.; and J. C. Grace, Toronto.

ABOUT eight tons of machinery have been shipped from Owen Sound for use on the new Sault Canal. It consists of two 45-inch horizontal new American turbine water wheels on iron frames, which will develop 200-horse power each under the head of water available at the Soo. Besides this there is also the heavy shafting, gearing, friction pulleys, iron floor stands and iron bridge trees for shafting, gearing, etc., for driving the pumps and the electrical generators and dynamos in connection with the works. The water wheels will be controlled by electric governors.

PILOT BRUNET, who had charge of the steamship "Amarynthia," which went aground off Montreal a few weeks ago, has been suspended for two months. The Harbor Commissioners, who investigated the case, came to the decision that the accident was due to the pilot's fault, in that he failed to exercise the proper and necessary care in the way the ship was turned, and further that the requisite skill was not shown in throwing off the stern tug by the order "Full steam ahead," which was an order to throw off given by him before the ship was in a good position.

A CAPE BRETON paper states that the bridge at South West Brook, on the railway line between there serve mines and Sydney, was destroyed by fire one day last month. A locomotive and train of cars passed over the bridge when it was burning, the engineer not knowing until it was too late to stop the train that it was on fire. How the engine and cars managed to pass over the bridge is most miraculous, as part of the structure collapsed only a few minutes afterwards. The fire is supposed to have started from ashes falling from one of the locomotives while passing over the bridge.