

MARINE NEWS.

The C. P. R. Atlantic "Empresses" continue to make record time and to attract attention.

The steamer "Erindale," belonging to the North Shore Transportation Company, was burned to the water's edge on August 9th, at Newcastle. The "Erindale" was a well-known passenger boat, plying between Toronto and Whitby, Oshawa and Newcastle. It was valued at \$27,000.

The Canadian Government learns that negotiations looking to the establishment of a steamship service on the Pacific between Canada and Mexico are under way. They are being conducted directly with the Mexican Government by the steamship company concerned, and, it is said, with a reasonable prospect of success.

The Collingwood Shipbuilding Company closed a contract recently with the Farrar Transportation Company of Collingwood to build a large steel freight steamer of the new arch system type of construction. The size of the ship will be 406'-0" long, 50'-0" beam and 28'-0" deep, built to the highest classification of the great lake register, and to their specifications.

The Canadian Shipbuilding Company has secured the order for the construction of the large new steamer for the Hamilton Steamboat Company, and work will be begun as soon as plans can be completed and approved of. The company hopes to have the new boat ready to go on the route on the first of May next. She will have a capacity of 2,000 passengers, and will be fast and safe.

A syndicate of lake capitalists, one of whom resides in Duluth, is planning the construction of a boat that not only will be the largest freighter on the lakes but will be unsinkable. The size of the vessel is to be not less than 650'-0". Such a vessel would carry 15,000 to 17,000 net tons cargo, and would be the largest exclusively freight carrier in the world. The cost of the vessel would be about \$600,000 at the present prices of steel.

The "Cayuga," the latest addition to the fleet of the Niagara Navigation Company, made what may be regarded as her initial trip on August 15th, and the result is said to have given the management the greatest satisfaction. The "Cayuga" left the northern dock between 9 and 10 o'clock in the morning with the directors and representatives of the shipbuilding company on board, running up as far as Port Credit and returning to Gibraltar Light, from where the course was shaped to Braddock's Point, a short distance out from Charlotte. The distance covered was eighty-four miles, and the average speed maintained was between twenty-one and twenty-two miles an hour. A description of the "Cayuga" will be found on page 125 of the April number of "The Canadian Engineer."



RAILWAY NOTES.

The James Bay Railway has changed its name to the Canadian Northern Ontario Railway.

The work of erecting a Grand Trunk Pacific track-laying machine at Fort William has been completed and everything is in readiness for the laying of steel on the Lake Superior branch.

The Canadian Pacific has ordered sixty passenger cars at a cost of \$400,000; 2,000 freight cars at a cost of \$1,000,000, and other cars to cost \$600,000. The cars will be built at the Angus shops.

The city council of Edmonton has authorized the signing of an agreement to pay the G. T. P. Railway Company a bonus of \$100,000 to establish their workshops and terminals within three miles of the centre of the city.

The C. P. R. has decided to build a good-sized, modern station at Orangeville in place of the one burned down some time ago. Plans for the station are now being prepared at Montreal by the company's architects.

An agreement has been entered into between the city of Saskatoon and the C. P. R. regarding the entrance of that road into the city from the east.

The directors of the Prince Albert and North Saskatchewan Railway Company, which was incorporated at the last session of Parliament with power to build a line from Prince Albert to the Pas Mission have decided to apply to the Government to guarantee bonds, with the intention of proceeding with the construction as soon as possible.

It is rumored on what seems to be good authority that the C. P. R. has decided to have a connection with the Temiskaming & Northern Ontario Railway at North Bay, and also with its own line into that territory, and so has determined to construct another branch line into North Bay from Parry Sound, by as direct a route as it is possible to follow.

The work of grading for the Brantford and Hamilton Railway has been started, and will likely be finished by January 1 next. The contracts were let July 28. F. H. Dickenson, of Hamilton, and Nicholson, Riley & Co., St. Catharines, both tendered for the whole job, but the company decided to divide the work so that it could be rushed through.

The Toronto Street Railway Company has decided not to bring any more steel rails from England, but to have them made in the United States. The reason for this is that the company frequently has to wait several months before procuring rails from British manufacturers, who turn out a different type of rail for home use, and delay getting out the orders for Toronto.

A deal has been completed whereby the Detroit United Railway Company will acquire the Windsor and Tecumseth Electric Railway of Ontario. Surveyors in the employ of the Detroit company are now engaged in looking over the line. The franchise will probably be purchased outright. Manager Anderson, representing the Windsor interests of the Detroit company, says cars may be running in three months.

The contracts for the construction of the Brantford and Hamilton Electric Railway have been awarded. Electrical supplies will be furnished by the Canadian Westinghouse Company, of Hamilton. The railway company has opened offices in the Chancery Chambers and the following officers have been appointed: I. K. Pierson, chief engineer; Elmer T. Haines, secretary; J. W. Nesbitt, solicitor, and Miss Agnes Geddes, treasurer.

A railway to Belle Isle and thence by tunnel under the straits and across to Newfoundland is a project which is now receiving considerable attention, in fact, negotiations are said to be in progress between certain well-known and financially strong English concerns, interested, along with the Government of Newfoundland, in the development of the timber and other resources of the Labrador regions and of Newfoundland, on the one hand, and the Quebec and Lake St. John Railway on the other.

It is stated that Grand Trunk Pacific engineers, working on the new pass through the mountains give a very satisfactory account of the possibilities of railway construction along the proposed line. It is said that the grades will not be unusually heavy, and that an excellent line can be constructed at moderate cost. The Yellow Head Pass and the Pine River Pass are also both being examined, and it is not yet possible to form a definite opinion as to the route which the railway will decide to take across the mountains.

To build a narrow-gauge railroad from Juneau, Alaska, to Douglas City, crossing Gastineau channel at Salmon Creek, and thence down the east shore of Douglas Island, is the undertaking of the Alaska Southern Railroad, according to plans announced by S. D. Chittenden, president and general manager of the company, says the Seattle "Times." The road will be 12 miles in length, to cost \$10,000 per mile, making a total financial output for the entire line of \$120,000. Bids for the contracts to furnish material for the road have been issued, and it is expected steps toward actual work will soon be taken.