

TENDERS are called for the formation of a new channel in Lake St. Louis, Que., to cost close on \$1,000,000.

THE Jenckes Machine Company have a contract to supply two locomotive turn tables for the Lotbiniere & Megantic Railway.

THE Shore Line railway is to be re-ballasted and put in thorough condition. Work is now going on on the Musquash drawbridge.

THE propeller "Acadia" broke her cylinder while going into the Beauharnois canal a few days ago, and has been laid up for repairs.

THE Public Works Department at Ottawa have awarded the contract for a steam salt-water dredge, for operating at Halifax, to Carrier, Laine & Co., of Levis, Que.

THE Dominion liner "Hamilton" went aground at Contrecoeur last month in a fog, with a heavy cargo aboard. After some difficulty she was got off without much damage.

THE Harvey and Salisbury Railway Co. will shortly rebuild the bridge over Shepody River, for which \$4,000 was voted by the Dominion Government. It will be of wood.

A G. T. R. train, near Millbrook, Ont., last month, struck a cow on the line and was derailed and badly smashed. The engineer, fireman and a brakeman were all killed.

THE new branch railway to Port Morien, N.S., is now in condition for traffic. The rails are being laid to Mira Gut, and the road is being graded to the ancient town of Louisbourg.

THE Tring branch of the Quebec Central Railway was opened on the 4th inst. by Lieut.-Governor Chapleau. Archbishop Begin was present and performed the ceremony of blessing the line.

A COMPANY is applying for a charter authorizing it to construct and operate a railway from some point near Priest's Bay, on Lake Temiscamingue, to some place near Longue Point, on Quinze Lake, Pontiac county.

THE Portage du Fort and Bristol Branch Railway Co. are applying for amendments to their charter, with a view to obtaining an extension of time in which to build their line and a connection with the Pontiac Pacific Junction railway, near Quyon.

THE city of Quebec is applying for amendments to its charter empowering it to contract a loan for repairing the dam of the aqueduct at Lorette and to construct a filter for it, also to pay a bonus to aid the Globe Rubber Co. in establishing a factory in the city.

THE case of the Queen v. Larkin, Connolly & Co., to recover over-payments of contract moneys to the amount of \$60,000, in connection with the Levis graving dock, Quebec harbor works, and Esquimalt, B.C. dock, has been decided against that contracting firm, who will have to refund the \$60,000 to the Government.

THE Melbourne Steamship Co. (Ltd.), headquarters Montreal, has been incorporated with a capital stock of \$45,000. The company will own and navigate vessels between Montreal and Duluth and intermediate ports. The incorporators are C. A. & J. B. Cantin, G. E. & C. A. Jaques, all of Montreal, and Frederick Elliott of Denver, Col.

THE *Transport* says that in addition to Mr. Huddart's denial, an official contradiction comes from the Great Western Railway Company declaring that there is absolutely no foundation for the statement that they are giving up the support of Milford Haven in favor of Brean as the British terminus for the new fast Atlantic line.

THE Richelieu & Ontario Navigation Company, whose steamer "Corinthian" was burnt a year or two ago, were awarded by Judge Tait only \$20,000, their claim for the full amount due, viz., \$40,000, having been contested by the insurance companies. The case was taken to the Court of Appeal, who a few days ago reversed the first judgment and awarded the full amount.

THERE is a rumor abroad that W. K. Vanderbilt proposes to purchase the Quebec, Montmorency & Charlevoix, and the Quebec Central Railways, with the object of extending them as far as the coast of Labrador; and this, it is said, is part of a plan to give to New York the control of Atlantic rapid traffic. Incidentally, the city of Quebec would be improved and considerably extended.

A PUBLIC meeting was held a week or two ago at Millstream, N.B., in order to raise funds for a survey of the proposed line from Havelock to the I.C.R., near Head of Millstream. The favored route seems to be down Millstream to the Burpee survey, and along that between Mount Middleton and Mount Hebron to Sussex. A large sum was subscribed on the spot for preliminary expenses of surveying, etc.

A BROCKVILLE, Westport and Sault Ste. Marie Railway train was seized by the sheriff one day last month to satisfy a claim of Cooper, Fairman & Co., Montreal, for steel used in the construction of the line.

THE Department of Railways and Canals will shortly call for tenders for the construction of the Trent Valley Canal, in two sections, one between Peterboro and Lakefield and the other between Lakes Babam and Simcoe.

GEO. D. FROST has completed the preliminary survey of the two sections of the western outlet of the railway which is to run from Barnesville to St. John via Loch Lomond, a distance of 23 miles, to connect with the Central Railway.

A DREDGE is now being used to deepen the river bed at Springhill, about six miles above Fredericton, and at Bear Island. Four feet of earth removed would render possible navigation between Fredericton and Woodstock the greater part of the season.

THE steamship "Amarynthia," which went ashore off Montreal harbor, and has subsequently been undergoing repairs in Davie's dry dock, Quebec, is now in sailing order again. Her dry dock expenses were \$50,000, besides \$7,500 in dock dues.

THE Bertram Engine Works Company, Toronto, have a contract to build two side wheel steamers for the Ottawa Improvement Company. The larger of these two boats will be 140 feet long, 43 feet over guards, 8 ft. 4 in. deep, and 3 ft. 3 in. draft, and will be fitted with compound horizontal engines and two boilers of locomotive type 19 ft. long and 4 ft. 10 in. in diameter.

SIR JOHN THOMPSON was a few days ago petitioned for a subsidy for that portion of the Montreal, Portland and Boston Railway lying between Farnham and the boundary line, a distance of 21 miles, which has been out of use for some years. The company have now an opportunity to lease it to the Central Vermont Railway Co., provided it is first put into good repair.

JOHN SHORT, second engineer on the steamship "Rose Standish," of St. Stephen, N.B., was killed in the pumping machinery a short time ago. The boat was leaking, and Short, having gone into the pump room to start the pumping apparatus, was just coming out through a narrow opening when the machinery seems to have taken a sudden spurt before he could escape. He was horribly crushed and died instantly.

THE *Victoria Colonist* of Sept. 21st contained a large supplement, giving details of the proposed new British Pacific Railway, the paramount object of which will be to open up the resources of British Columbia to a much fuller extent than the C.P.R. has been able to accomplish. The road will probably traverse half the length of Vancouver Island, crossing to the mainland about a hundred miles to the north of Vancouver city. About 200 miles north-east of Victoria it will enter the Cariboo district. After tapping the Lillooet district, it will cross the Fraser River, and then go in an easterly direction about 150 miles north of the C.P.R. The route crosses the Rockies and the provincial boundary at Yellow Head Pass, and enters the North-West Territories 100 miles north of Donald. At Yellow Head Pass the line will connect with the Manitoba & Northwestern Railroad.

Mining Matters.

THE "Blue Bird," Kaslo, has started up again and is turning out good ore.

A STEAM 5-stamp mill has just been put in position at the O.K. mine on Trail Creek district, B.C.

THE famous Ophir Mine, Ont., is to be pumped out in order to allow Mr. Motley to examine its value.

THE Province Mining and Dredging Co. (Ltd.), Vancouver has been incorporated. Capital stock \$1,000,000.

DETROIT capitalists have purchased the Rightmeyer salt mines at Kincardine, Ont., and will operate them in future.

THE Jenckes Machine Co., Sherbrooke, are preparing a large winding engine for the Nova Scotia Gold Mines Co. at Montague.

OPERATIONS have just begun on the "Golden Lode," Mount Uniacke, N.S., the shaft having been sunk to a depth of 400 feet.

ALEX SMITH has a gang at work on the "Surprise," Kaslo district, and the mine is said to give improving prospects every day.

A PARKS has the bed-rock shaft at his claim on Smith Creek, Kootenay, down 15 feet, cribbed, with wheel and pump in position.