

It is said that Carrier, Laine & Co., the well-known Levis foundry and machine men, have undertaken to supply Captain Bernier, the would-be discoverer of the North Pole, gratis with the aluminum boats needed.

The Calvin Company launched at Garden Island recently the largest steamer ever built thereon. She is named the "India," and is intended for the timber carrying trade between western lake ports and Garden Island.

At a meeting of the directors of the Richelieu & Ontario Navigation Co. it was decided to add another boat to the present Saguenay fleet, and that the steamer "Saguenay" should be renovated before the opening of navigation. She will be lighted by electricity, and, when finished, be equal both in speed and accommodation to any of the company's other boats. A heat will be run, commencing at the opening of navigation, every day, including Sunday. This decision on the part of the board will be received with general satisfaction, as it will permit business men who have their families staying at Murray Bay to spend Sunday with their families, and return to business on Monday. A hotel at Murray Bay, to cost \$30,000 and accommodate 300 guests is in contemplation by the company. The new steamer "Toronto" has had her trial trip, and will be put on the Lake Ontario route in the spring.

## Personal

Jno. Fisher, president, Small & Fisher Co., Ltd., iron founders, Woodstock, N.B., is dead.

E. T. Wilkie, C.E., Carleton Place, Ont., was married recently to Miss K. Snedden, Almonte.

Alex. Bowie, Ottawa, who was well-known among the early navigators of the Ottawa river, died January 1st.

David Higgins, an employee of the St. Lawrence Foundry, Toronto, fell into a vat of boiling water recently and was fatally burned.

F. C. Armstrong, who went to London last year to take an important position with Dick, Ker & Co., has returned to Canada to be married.

C. H. Mitchell, town engineer, Niagara Falls, Ont., has returned from Potsdam, N.Y., where he has been engaged on extensive public works now going on in that city.

C. E. Moore, son of C. P. Moore, proprietor of the R. Spence & Co. file works, Hamilton Ont., died very suddenly at Ottawa, recently. He travelled for his father's firm.

Hugh Muckleston, a graduate of the Royal Military College, Kingston, Ont., now in Victoria, has been ordered by the Government to go to Alaska on a survey expedition.

On Christmas Eve Raymond Smith, superintendent of the Sherbrooke, Que., street railway, was presented by the employees of the company with a fine gold ring as a token of esteem.

John H. Campbell, mining engineer, who has of late been working with the Virginia Gold Mining and Milling Company, of Arizona, has been engaged as mining engineer and superintendent of the Smuggler mine.

P. F. Hodgson, late chief signal engineer of the Grand Trunk, sailed on Jan. 8 for London on the Parisian from Halifax, and will look after the management of the Saxby & Farmer signal works at London, which appointment he received a month ago.

A. G. Allison, chief despatcher of the Grand Trunk at Toronto, has been dismissed on account of a recent accident to a freight train at Belleville. Mr. Allison has been forty years in the service, and is said to have been the oldest railway operator in America.

J. E. Muhlfield, general foreman, motive power, machine and car departments of the Wabash, stationed at St. Thomas, Ont., has been appointed master mechanic of the western division of the Wabash, with headquarters at Fort Gratiot. He will be succeeded by F. Whitley, late of the Illinois Central.

Dr. S. A. Mitchell, son of John C. Mitchell, contractor, of Kingston, has been appointed research assistant at the Yerkes Observatory in connection with Chicago University. He is a graduate of Queen's College, where he secured the degree of M.A.; he also won the degree of Ph.D. at Johns Hopkins University, Baltimore.

The Quebec Telegraph says: Chevalier Chas. Baillairge, F.R.S.C., addressed a letter to Mayor Parent recently, tendering his resignation of the post which he has held so long as city engineer. Mr. Baillairge, who is 75 years old, and whose services to the city have merited the rest which he is now seeking, is the first city engineer, having been appointed to that post some thirty years ago under the mayoralty of Hon. Jos. Cauchon, subsequently Lieut.-Governor of Manitoba, previous to which he had held the position of city surveyor, succeeding Mr. Hamel.

## Railway Matters.

The new Union station at Ottawa will cost about \$130,000.

A company will, at the next session of Parliament seek incorporation with power to acquire and operate the Niagara Central Railway, and to extend it to Hamilton, Toronto, the Niagara River and Lake Ontario.

A handsomely illuminated address was last month presented to Charles M. Hays, general manager of the Grand Trunk, by the Brotherhood of Locomotive Firemen of America, in acknowledgement of courtesies received in connection with the last annual convention.

Orders have been placed with the Nova Scotia Steel Co. for 5,000 tons of steel rails for the I.C.R., weighing 85 pounds to the yard, which is 13 pounds heavier than that generally in use on the I.C.R.—New Glasgow Bulletin.

Jas. Hobson, the chief engineer of the Grand Trunk Railway, who was in charge of the reconstruction of the Victoria bridge, has received great praise for the eminent skill displayed in the manner in which the work was carried out under his direction. The fact that during the progress of the work, including the removal of the great tube, there was no delay of the business of the Grand Trunk, and that the trains passed over the bridge as usual, on schedule time, has been selected for special admiration, which has been expressed in the British engineering journals and elsewhere. Sir Charles Rivers-Wilson has recently, in England, drawn attention to this splendid piece of work, at the same time indicating that English engineering was behind so far as similar work and problems were concerned.

J. A. Macdonnell, chief engineer of the Public Works Department of Manitoba, gives the following summary of railway extensions during the past year, and the proposed extensions of 1899: "The railroad mileage constructed this year is the Dauphin extension from Sifton, 55 miles, the Southeastern to Marchand, 46 miles, Rockwood extension on Stonewall branch, 20 miles, the Pipestone extension to the boundary of the province, 3 miles of track, and 17 miles of grading, Belmont-Hartney extension, 46½ miles, switch connection between N.P. and C.P.R., ¼ mile; making in all a total of 178¾ miles. The probable extensions of next year are: The C.P.R. Pipestone branch from the end of track at present, 50 miles to the Moose Mountains, the continuation from Toulou, the end of the present Rockwood branch to Gimli, on Lake Winnipeg, a distance approximately of 20 miles, extension of the Southwestern to the Lake of the Woods or Rainy river—if the former be chosen, 75 miles; if it be decided to go around the southwest corner of the Lake of the Woods to Rainy River, the length of construction will be in the neighborhood of 125 miles. If the season is favorable about 100 additional miles will be constructed on the Dauphin line, carrying it to the northern limit of the province, and beyond. The construction of the Belmont branch will be continued to Hartney or a point on the Souris river in that vicinity. Other extensions are also being considered by the Northern Pacific, the particular location of which it is not at present possible to indicate."