

AMHERSTBURG, Ont., Council want power to grant a bonus of \$9,000 towards obtaining the construction of a branch of the Michigan Central to that town.

THE work of deepening the Lachine canal to a uniform depth of 15 feet will cost about \$250,000, and will shortly be started, to be finished about the fall of 1896.

NOTICE was given of additional railway subsidies as follows. Metford Colonization, Argenteuil county, 12 miles, \$38,400. Caraque, N. B., railway, extension, 12 miles, \$38,400.

DANIEL JOHNSON, of Combermere, Ont., has purchased a two-decked steamer, and will put her on Barry's Bay in connection with the O. A. & P. S. Railway from Combermere to Havergal.

THE C. P. R. has laid off twenty-five per cent of its hands at Hochelaga on the 1st inst. The remainder are on half time. The shops will be closed for the first half of the week during the present month.

THE boiler of a locomotive on the mountain division of the C. P. R. burst near Winnipeg a short time ago, the engineer and fireman both being killed instantly. A brakeman also was badly injured.

CAPT. LEWIS, of Rat Portage, Ont., is building a new steamer 110 ft. long and 22 ft. beam, a stern wheeler, with a speed of 15 miles an hour. She will be fitted up for the Lake of the Woods and Rainy River traffic.

THE Dominion Government Department of Public Works will before long call for tenders for the construction of a new steel dredge for salt water service, at a cost of \$40,000. Her hull is to be built entirely of steel.

THE annual convention of the Brotherhood of Locomotive Engineers took place at Brockville, Ont., last month. There were, including ladies, about 500 delegates present, and a very enjoyable week was spent in social entertainments.

IT has been decided to proceed at once with the construction of the railway between Carp and Bridgewater, so as to have it completed this fall. This link will form a connection, *via* the Parry Sound Railway, with the G. T. R. at Bridgewater.

A DIFFICULTY has arisen connected with the Lake Erie and St. Clair canal. Various townships want the syndicate to build and operate bridges over 20 roads which the canal will cross but the company at present decline to build the canal at all under such conditions.

E. D. LAFLEUR and a party of Dominion engineers are making a hydrographic survey of Richibucto Harbor. They are endeavoring to make a complete chart of the bottom, showing depth of water, the action of tides and currents, etc., and will make a report as to the best means of deepening the entrance.

ENGINEER RUEL, of the Canada Eastern Railway, has accomplished about a mile of grading near Chatham, on the extension from Chatham to Black Rock. The work of grading is also being carried on at the Black Rock end. It is hoped to have the line completed by the end of this month.

H. KESLER has drawn up plans and specifications for a second marine railway in Victoria, B. C., to be completed by October 15th. Double engines, with a high-pressure boiler, and other machinery capable of raising upright fifty tons, will be employed in the ways. The line will be capable of accommodating vessels up to 500 tons register.

A SCHEME is on foot to build a railway line between Batavia, N. Y., and Oak Orchard, N. Y., to connect by steamers with the G. T. R. at Port Hope, which place is exactly opposite Oak Orchard, on Lake Ontario. The chief object of the line is said to be the transportation of coal from the Pennsylvania mines into Canada.

THE Railway Agents' Association held a meeting in Boston last month and selected the following officers: President, R. W. Wright, Cleveland, O.; vice-presidents, P. P. Lynch, York, Ont., J. P. Griest, Reading, Pa., A. W. Montague, Wiltsport, Tex., and E. M. Simmons, Carthage, Mo. Secretary and treasurer, W. W. Spear, Jamestown, N. Y.

THE verdict of the railway commissioners in the terrible accident which took place on the C. P. R. recently near Moosehead, Me., and the cause of which was said by some to have been a defective trestle structure, was as follows: "That the cause of the accident was that some person or persons unknown during the preceding night had withdrawn the bolts and taken off the fish plates used to connect the same on two opposite joints of the rails that extend from the bank about three feet on the bridge, that the end of one or both of the connecting rails on the bridge were raised and

carried to one side and a cedar tie placed underneath the same and that the new cedar ties were used in the same manner to complete the obstruction, and that no blame for the accident attaches to the railroad corporation or any of its officers or employees."

THE "Cambria," an excursion steamer running between Detroit and various points on Lake Ontario and Georgian Bay, was seized by the United States marshal on three libels issued by Detroit ladies, on the ground that the state-rooms, for which they had paid, were not available, the accommodation having been previously taken up by other parties.

THE Richelieu and Ontario Navigation Co. find that the service between Montreal and Toronto is not sufficient to accommodate the increasing number of passengers, and two or three large steamers on the "Carolina" model are likely to be added to ply between Toronto and Prescott, the steamers now on the route being utilized for traffic between the latter place and Montreal.

THE Toronto, Hamilton and Brantford Railway Co. propose to abandon the Toronto branch, but to ask for \$275,000 from Hamilton to aid in constructing a line from Hamilton to Brantford, giving the former direct connection at Waterford with the Michigan Central and the west, and one from Hamilton to a point on the Michigan Central near Welland or Melrose.

THE Richelieu and Ontario Navigation Company's steamer "Algerian" met with a somewhat serious accident in the long Sault Rapids last month. The vessel had nearly passed through the rapids, when she got into extremely rough water and listed, when the heavy sea forced in her bulkhead on her port side, and flooded the engineer's room, the dining saloon, etc. She was badly disabled, but managed to make her way to the lower wharf at Cornwall.

IT seems strange that a city like Montreal, the head of navigation, should have no adequate dry dock accommodation. It is true that there are two dry docks, *viz.* Cantin's and Tate's, but these only provide for river steamers and such small vessels, and are not situate in the harbor at all, but within the canal. Now, however, there seems to be a chance of this defect being remedied, a petition for this purpose having been signed by the chief steamship lines and shipping men of the city and forwarded to Ottawa.

THERE is a chance of the work of construction on the eastward extension of the Canada Atlantic Railway being started immediately. The proposition is to build from Lacolle, through Clarenceville, and round the northern end of Missisquoi Bay to Philipsburg, where connection could be secured to the north. The line would then continue to the southeast *via* St. Armand to Highgate Falls, Vt., where it would connect with the Boston & Maine road. Should such a line become a *fait accompli*, the United Counties Railway would also probably be extended south from Irberville through Henryville, and connecting with the main line west of Clarenceville.

Mining Matters.

THE Fairview, B. C., Placer Mining Co. are commencing active operations on Rock Creek.

FIFTEEN men are now at work on the "Slocan Star." No 4 crosscut tunnel is in 200 feet.

FREDERICK TAYLOR, of Oldham, N. S., has purchased the Nova Scotia Gold Mining Co.'s property at Waverly.

MR. NASH, of the Kemp, N. S., gold mines, recently showed a bar of gold weighing 75 ounces, the result of four men's labor for a month.

SAMPLES of gold from Franklin Creek, three miles south of China Creek, B. C., have been assayed in Victoria with very satisfactory results.

THE Waneta Co. are reported to have got an ounce of gold dust per day when cleaning up the gravel in their diggings on Cariboo Creek, B. C.

RECENT assays of ore from the "Bunker Hill" and "Theresa," on the south fork of Kaslo River, show results ranging from 140 to 200 oz. silver and 70 per cent lead.

FROM all accounts the "Reco" mine is looking very bright in its prospects just now, and will no doubt before long take its position among the best of the "Slocan" district.

THE Kaye-Symon syndicate plant, etc., at the Montague, N. S., gold mines, has been attached by the sheriff upon the claims of E. Warner, S. Cunard & Co. and McDonald & Co., of Dartmouth.