

The steamer *Macassa* was run into recently by the *Ella Merton*, owned by Elias Rogers & Co. The *Macassa* had the front part of the upper deck and the wheel house demolished. The schooner suffered the loss of her sails and jib-boom.

The Harbor Commissioners of Montreal invite offers furnishing them with land suitable for the site of a dry dock. The land must be on the north bank of the River St. Lawrence, between the Sugar Refinery and the Longue Pointe church. Lots offered must have a depth of not less than 600 feet from the boundary of the harbor lands to the Quebec Turnpike road, the breadth required being about 600 feet.

C. Giguire, under contract with the corporation of Quebec, has just built a large pontoon for the Champlain market wharf, for \$9,186. This pontoon, the third of the series of new ones for the market and ferry boats, plying to the city wharf, is like the other two which were built in 1896 and 1897, 120 feet in length, 40 feet broad and 8 feet high or deep, conformably to plans and specifications prepared by C. Baillarge, city engineer, and under his superintendence and that of Foreman Verrault.

The K. M. T. & T. Co. and the Lake Bennet & Klondyke Navigation Co., have amalgamated, at least so far as their transportation business is concerned. Hereafter the latter company will have charge of all transportation matters, the steamer *Amur*, owned by the K. M. T. & T. Co., being run by them in connection with their river steamers *Oro*, *Nora* and *Flora*, plying between Dawson and Bennett. The K. M. T. & T. Co. taking the offices in the Five Sisters Block and the Bennett Lake & Klondyke Company removing to the Government street offices.

The Esquimalt Marine Railway, Ltd., has sold out the plant and ship building business to a company which has been formed under the name of the British Columbia Marine Railway Co., Ltd. The new company, which has been incorporated with a capital of \$200,000, has taken over the business as a going concern, the sale dating from July 27th. In addition to the large plant at Esquimalt which is capable of handling ships up to 2,500 tons, the new company intends to put up a smaller plant in the inner harbor for handling smaller vessels and will extend its business too to Vancouver, where it has already secured a site.

The new slip docks at Port Stanley, Ont., the contracts for which were awarded by the Lake Erie & Detroit River Railway Company late in May, will be completed and ready for use in a few days. The contracts called for their completion on Aug. 1, but unavoidable delays prevented their being finished in that time. The docks are being constructed immediately to the west of the light-house piers, and with the tracks and grading of the approaches, they will cost in the neighborhood of \$55,000, the estimated cost of the docks alone being \$45,000 and of the approaches \$10,000. The contractors are the Hamilton Bridge Company for the iron work, and Babcock & Flook, Windsor, Ont., for the woodwork.

Railway Matters.

The new I. C. R. station at Moncton, N. B., was opened to the public, August 1st.

Trains are now running on the New York and Ottawa Railway between Ottawa and Cornwall, Ont.

Track laying on the Swan River extension of the Dauphin railroad is now going on, about 35 miles of grade being ready.

The new Grand Trunk offices in Montreal are to be a magnificent structure, the largest railway offices in the world. R. A. Waite, Buffalo, is the architect.

Mackenzie & Mann let to E. R. Farquhar, Toronto, the first 25 miles of work on the Ontario & Rainy River Railway. Locating parties are already in the field. Thomas White is chief engineer.

At a recent meeting of the Board of Directors of the Canadian Pacific Railway Company, dividends of 2 per cent. on the preference stock and 2 per cent. on the common stock for the half year ended 30th June last were declared, payable 1st October.

It is stated that the proposed railway from Brandon to Deloraine will be built this year, with a spur to the coal district south of Deloraine, where it is said a plant for mining coal will be put in.

Casper Braun, contractor, Berlin, who erected the G. T. R. depot in that town, has been asked by the Grand Trunk authorities to tender for the erection of a large round-house at Sarnia, to house 30 engines in.

The Brandon Southwestern Railway survey party has been gradually working its way north to Brandon, and has now reached that town. It is expected that the road will connect with the Great Northern at Bottineau, U. S.

With a view to completing the double track on the Montreal and Brockville section the Grand Trunk Railway authorities are at present engaged in widening the bridges at St. Annes and Vaudreuil, in order to place an additional track on each.

Work is progressing satisfactorily on the Restigouche & Western. A large force of men is employed under C. L. B. Miles, engineer in charge. It is expected that ten miles of rails will be laid early in October, and a second ten miles graded. The first sod was turned August 12th.

The Brotherhood of Locomotive Firemen will, this month, celebrate in Toronto its twenty-fifth anniversary, and the sixth bi-ennial convention, beginning on the 12th. The Locomotive Firemen's Magazine has issued a handsome illustrated supplement showing a number of views of Toronto and portraits of the officers.

Application will be made at the next session of the Ontario Legislature for an Act to incorporate the Haliburton, Whitney & Mattawa Railway, to construct a railway from a point at or near the present terminus of the Grand Trunk Railway at Haliburton, to a point on the Ottawa, Arnprior & Parry Sound Railway, at Whitney, Ont., and in a northerly direction to Mattawa on the Ottawa River, with power to equip and operate it by steam or electricity.

The Grand Trunk Railway is making considerable additions to its rolling stock at the present time. It has just received from the Pullman Company twenty passenger coaches, which will be used on the western division of the road. Mammoth engines are being specially purchased to haul these new coaches. The company is now busy building 500 box cars in its shops at Detroit, and also 250 new stock cars.

E. C. Walker has been elected president and managing director of the Erie & Huron Railway, S. A. King vice-president, and J. H. Walker treasurer. John Forman remains secretary. The following appointments have been made in the office at Walkerville: William Woollyatt, general superintendent and traffic manager; A. Leslie, accountant and auditor; J. H. Coburn, solicitor; Owen MacKay, engineer; S. Austin, mechanical superintendent; H. Morris, road master.

The Soosmith Co. finished pier No. 8, the last of their work in connection with the Cornwall bridges of the O. & N. Y. Railway, last month. In less than seven months' work time ten piers, averaging about 1,000 yards of masonry in each, and four concrete abutments have been built, and with the single exception of the killing of Johnston by the falling of a tower, not the slightest casualty has occurred, nor a man been sent to the hospital.

W. T. Jennings, C. E., engineer of the James Bay Railway Commission, has returned to Toronto after making a preliminary survey of the Temegami & Wahnapiatae districts to the Height of Land, having made a canoe journey of 700 miles. Mr. Jennings sent Mr. Sankey on to James' Bay to examine the bar at the mouth of the Moose River, and to report on the possibilities of constructing harbors on the south shore of James' Bay. Mr. Sankey is expected back as we go to press, and Mr. Jennings' report will be awaited with interest.

An important railway deal was closed Aug. 20th, when the Toronto General Trusts Company, representing the estate of the late John Leys and other trust interests in their keeping, negotiated the sale of the Port Arthur, Duluth & Western Railway to Mackenzie, Mann & Co., for a price said to be in the neighborhood of a quarter of a million. It is understood that it is the intention of Mackenzie & Mann to extend the