

It is understood that the farms of Wain, Downey, Turner, Dean, McDonald and others, in North Sannich, Vancouver Island, in all about 2,000 acres, have been bonded by C. McK. Smith and Beaumont Boggs, of Victoria, for the purpose of prospecting them for coal. It is well known that the indications are good, and it is almost a certainty that coal will be found in paying quantities at no very great depths. The quality of the coal, as far as it has been examined, is the same as that mined at Nanaimo

Railway and Marine News.

THE C.P.R. car shops at Perth are closed down for an indefinite period.

THE C.P.R. last month ordered thirty-five additional locomotives to cope with the grain shipments from the North West.

A GANG of men are at work on the Tilsonburg, Lake Erie & Pacific Railway, which will run from Tilsonburg to Port Burwell Ont.

THE Crossan Car Co., of Cobourg, Ont., has received the contract for seventy-five platform cars for the use of Government railways.

SEVEN hundred men who during the summer have been employed on the Newfoundland railway construction, have returned to the cities.

THE Tring Branch of the Quebec Central Railway was opened last month. The line is sixty miles in length and connects Quebec and Lake Megantic.

CLARKE & CONNOLLY have sub-let their contract for the River Aux Raisin drainage in the township of Osnabruck to W. J. Brennan, of Cornwall.

STOCK to the amount of \$76,000 has been subscribed for the Facer Carwheel Co. of Perth, Ont., and tenders are called for the erection of the necessary buildings.

HOWARD, LEAMY & MURPHY, contractors, have entered an action claiming \$35,000 from the Chateauguay and Northern Railway Company for breach of contract.

LAST month at the Michigan Central level crossing at Essex, Ont., three people in a wagon were instantly killed by a passing train and two others seriously injured.

THE first train went over the completed part of the Coast Railway of N.S. on Oct. 24. The work will now be pushed rapidly to completion with the aid of construction trains.

L. MERRITT and his brothers, A., A. R., J. E. and L. F., of St. Paul, Minn., have filed articles of incorporation to build a railroad from Duluth through the Mesaba range to Winnipeg.

THE schooner "Osceola," which was in a collision at Chatham, N.B., with the steamer "Miramichi," whereby three lives were lost, has arrived in Halifax, N.S., and an investigation is being made.

THE C.P.R. Company has leased the branch line running from Renfrew, Ont., to Eganville, to the Atlantic and North-West Railway Company, for 999 years. The price to be paid was \$16,000 per mile.

THE famous Government steamship "Alert," which has made a number of Arctic expeditions, was sold at Quebec recently. She was bought for \$4,000 by a ship-builder of St. John, N.B., for the sake of her old metal, etc.

THE T. H. & B.'s request for a further bonus of \$200,000 from the City of Hamilton as a condition upon which that railway will be extended to Toronto, has been unanimously rejected by the finance committee of the Hamilton City Council.

THE contract for construction of a lighthouse at Cabot Head, Georgian Bay, has been awarded to John George, of Port Elgin, Ont. Two foghorn machines from Carrier, Laine & Co., Levis, Que., have been sent up to this place. The new lighthouse at Double Top Rock, Georgian Bay, is completed.

THE special committee of the Brantford city council, appointed to consider the letter of the general manager of the G.T.R. regarding the cut off from Lynden to the Harrisburg branch, have decided to ask the company just what bonus they want, and what equivalent they will give before further steps are taken.

APPLICATION will be made at the next session of Parliament for a charter for the Hamilton, Brantford and Pacific Junction Railway Co. to build a road from a point on the Toronto, Hamilton and Buffalo Railway, at or near Copetown, to a point on the

Canada Pacific Railway, at or near Schaw Station. Both Hamilton and Brantford capital is interested, and an engineer, says the *Hamilton Times*, is now making preliminary survey. The new line will be twelve miles long and is expected to be of easy construction.

It is probable that the level crossing on the Grand Trunk Railway tracks, at St. Henri, Montreal, will be done away with in a short time and a raised crossing built. The cost of such a work would be \$916,450 with wooden floor, and \$1,033,450 with an iron one. The matter is now being considered by the Montreal City Council.

THE St. Lawrence & Adirondack Railway are building their line between Caughnawaga and Beauharnois on the charter which was secured some years ago for the Southwestern Railway. Cameron & Fitzpatrick have the contract for the thirteen miles between the two towns, and will finish the work by July 1st, '96. The track is now being laid on the three miles of line connecting the St. L. & A. with the Beauharnois Junction Railway at Beauharnois. Dr. Seward Webb, of New York, is president, and R. W. Leonard, of Kingston, Ont., has been appointed chief engineer.

APPLICATION is being made for charters for a number of new railways in the North-West. One is proposed from Winnipeg to the Saskatchewan at Grand Rapids, thence to Hudson's Bay, with a branch to the boundary, and also a branch from Grand Rapids to Edmonton. Another intends to construct railways from Edmonton (a) southerly to the Calgary and Edmonton Railway; (b) north-westerly to a point on the Athabaska River, near Fort Assiniboine, with a branch to Stony Plains; (c) easterly to Fort Saskatchewan, with a branch to Sturgeon River.

THE Dominion Government seized the other day, at Kingston, the big steel dredge of Larkin, Connolly & Co., valued at \$85,000, in satisfaction of the \$35,000 judgment held against them. The sheriff of Montreal, acting upon instructions from the Dominion Government, also served a writ of re-vestigation on the Richelieu & Ontario Navigation Company, to seize all stock held by the Messrs. Connolly. The bailiff demanded a certificate of the amount of such stock, but the secretary refused to give the information on the ground that he had no authority to do so. The writ was returned to Ottawa with the remark that the information required was refused, but it appears that the company has since decided to furnish the figures asked.

Personal

THOS. AHEARN, of Ahearn & Soper, Ottawa, leaves this month for a tour through Australasia lasting four or five months.

HUGH P. HAZEN, C.E., of Montreal, Que., is at present engaged on the engineering staff of the St. Lawrence and Adirondack Railway.

JAMES MANSERGH, C.E., the English hydraulic engineer, has arrived in Toronto with his son, and is now at work on his report on the Toronto waterworks system.

A WIDELY published rumor that the office of assistant general manager of the Grand Trunk Railway was abolished has been contradicted by Mr. Wainwright, who occupies that position.

J. PATTON, Yarmouth, N.S., was accidentally shot dead at a shooting gallery in that place a few days ago by a boy named J. L. Roy. Deceased was 21 years of age and an employe of the Burrill-Johnson Iron Co.

C. M. HAYS, vice-president and general manager of the Wash Ry Co., has been appointed general manager of the Grand Trunk. More extended reference to the changes in the Grand Trunk will be made in our next issue.

WILLIAM STAFFORD, proprietor of the Lancaster, Ont., machine works, was fatally injured on the G.T.R. track near Lancaster on October 14th. Mr. Stafford was an Englishman by birth, but had been in business in Lancaster for fifteen years and in Montreal for fourteen years previous to his death.

G. D. CORRIGAN, Palmer & Corrigan, civil engineers, Vancouver, B.C., was killed on Oct. 9th, by the accidental discharge of a gun in his own hands. Mr. Corrigan graduated from the School of Practical Science, Toronto, in 1888, was engaged with the Union Pacific Railway, in Oregon and Washington, for two years, since that has been in business in Vancouver. He has been carrying on a trigonometrical survey for the Government of British Columbia for the past three years.