

THE steamer "New Dominion," with 250,000 feet of lumber, sank recently near Parry Sound. Loss covered by insurance.

THE New York Central Railway will build a branch from Beauharnois to Caughnawaga, Que., to connect with the C.P.R.

THE boiler for the big dredge now nearly finished at Kingston is supplied by the Canadian Locomotive and Engine Co. of that city.

AT a stockholders' meeting of the Wiscasset, Me., and Quebec road a few days ago, \$18,000 were subscribed to extend the road to Albion Station.

THE steamer "Ocean" wrecked the gates of lock 17 on the Cornwall Canal last month. A delay of four days of navigation was the result.

THE Dominion Atlantic Railway Company have purchased a steamer in England for £36,000. The new steamer is to run across the Bay of Fundy.

THE Winnipeg steamer "Monarch" was wrecked at Long Sault Rapids a few days ago. All the freight was lost and the vessel badly damaged.

THE Ottawa and Gatineau Railway Company are endeavoring to obtain assistance from the Government towards the building of a bridge from Ottawa to Hull.

It is again reported in Quebec that the Boston and Maine corporation will buy the Quebec Central Railway and build a bridge across the St. Lawrence at that city.

THE fifth International Railway Congress was opened in London on June 26th by the Prince of Wales. The American delegates were delighted with their cordial reception.

THE Temiscamingue Railway, which leaves the C.P.R. at Mat-tawa, is now completed for a distance of 50 miles, and the bridge over the Ottawa will be completed in the fall.

THE Ship Railway office, at Amherst, N.S., is closed, says the *Picton, N.S. Standard*, and the hydraulic machinery, big engines, and iron rails will be sold and shipped away.

It is probable that a line of steamers will be put to run between Canada and South Africa in the near future. The Dominion Government is strongly in favor of the project.

DURING the last year the Quebec Central Railway has increased its earnings from \$288,699 to \$301,728. The net earnings have increased to \$97,752, as against \$90,519 for the previous year.

THE Ottawa River Navigation Company have built a new excursion steamer called the "Duchess of York." The craft is 160 feet in length and 41 feet beam, deck measurement. J. McGowan is captain.

THE Brotherhood of Locomotive Engineers of America will not meet next year, owing to the International Convention at Ottawa next May, but they decided to hold their meeting for 1897 at Windsor, Ont.

A BILL has been introduced into Parliament to enable railway employees to collect 60 per cent. of their wages while disabled from duty by accident, and enabling relatives to collect \$3,000 in case of permanent disability or death.

THE boiler plates of the new steamer now being built by the International Steamship Company of St. John have been condemned by Government inspectors. This will delay the completion of the steamer from July to November.

THE new London and Port Stanley Railway bridges, to be constructed over the Kettle and Mill creeks at St. Thomas, will be of steel, with stone abutments and piers. The Dominion Bridge Co., Montreal and Lachine, has the contract.

PARLIAMENT is being petitioned for the usual grant of \$3,200 a mile in favor of the Lake Erie and Detroit River Railway, to enable them to connect their line with the London and Port Stanley Railway, which they have leased for 20 years.

THE Milltown and St. Stephen Railway Co. are asking for tenders to build four miles and three-quarters of railways and bridges to connect the Shore Line Railway with the Penobscot Railway. The work must be begun before August next.

It is said that the C.P.R. will assist in the extension of the Sebasticook and Moosehead Railway to Onawa, where the C.P.R. line would be tapped. This would give the C.P.R. access to Wiscasset harbor, a thing they are said to have long desired.

THE Kingston & Pembroke Railway is in the hands of receivers. Three years' interest on bonds is overdue. The company is desirous of substituting four per cent. bonds for six per cent., and has endeavored to obtain authority for the issuance of new bonds at \$10,000 a mile for 113 miles.

G. E. DRUMMOND, of Montreal, launched a new yacht to be used specially for Radnor Forges. It was built in Montreal.

THE new dredge for the work on the Nation River has been launched at Toye's mills. It will start to work this month.

THE schooner "Picton," of Cobourg, Ont., was sold by the Rooney Plunket Company to Capt. Grant Horne, of Garden Island, for \$1,000.

THE suit of Judge McCurry against W. G. Reid, of Montreal, for \$10,000 for services in promoting the Parry Sound Railway, has resulted in judgment being given in favor of the Judge for the full amount with costs.

A SCHEME is proposed at Whitby, Ont., for the establishment of a car ferry across Lake Ontario to Charlotte or some other American port. The matter has been discussed in the Whitby council, but nothing else has been decided.

THE by-law for the \$10,000 bonus to the Napierville, Que., Junction Railway, has been carried at Napierville. The line is to run from St. Remi to Stottsville, 18 miles.

CAPT. JOSHUA SLOCUM, of Yarmouth, N.S., is to start this month on a voyage round the world in a nineteen foot sloop. He recently sailed 7,000 miles with his family to reach New York after being shipwrecked.

WM. H. LAW, managing director of the Central Bridge Works of Peterborough, has closed a contract with the Coast Railway Company of Nova Scotia, for some large steel bridges, and is now at work at them. The two largest are to be delivered in October.

THE International Steamship Company, who are building a steamer, have had some of the plates in the new vessel condemned by government inspectors. The steamer should have been launched this month, but the delay of providing new plates will defer its completion until November.

THE evening excursions from Montreal by the R. & O. steamer "Columbian" have been discontinued, and that steamer will now run between Montreal and Kingston. The steamer "Canada" will replace the steamer "Saguenay" on the Saguenay route, the latter boat to be used in case of a mishap to a regular liner.

G. W. PANGBORN, mechanical engineer, has written to the Minister of Railways, stating that the Pontiac and Pacific Junction Railway track is in an unsafe and dilapidated condition. Mr. Pangborn's statements were partially denied by a Government inspector who made a subsequent examination of the road.

HALIFAX, N.S., will have its shipping facilities improved by the new wharf, which will take the place of the one lately burnt. It will have loading capacity for two steamers at the same time, etc. A new brick freight shed over 800 feet long is to be built along the water front for the accommodation of both the Dominion Atlantic Railway and the Intercolonial.

A CHARTER has been granted to the James' Bay Railway Company, consisting of: W. Mackenzie, H. D. Lumsden, G. A. Cox and D. D. Mann. The capital stock of the company is \$1,000,000, and they will construct a line from a point on the C. P. R. near Parry Sound, through Sudbury Junction and North Bay to James' Bay, at a point where the Moose River enters the bay.

J. McMILLAN, a C.P.R. fireman, a few days ago, climbed on the pilot of his engine and saved the life of a young woman who was standing on the track bewildered and powerless with fear. McMillan performed the act at the risk of his own life, for had he made a slight miscalculation in catching the woman they would both have been killed.

THE level of Lake Huron is rising again, the water in the St. Clair being now about three inches higher than at the beginning of June. Montreal papers say that the St. Lawrence in that city is now at the lowest level ever known. That is not the case with the St. Clair. The lowest water in the St. Clair was in 1858, and the level now is about a foot above the lowest water of that year.—*Sarnia Canadian*.

THE bridge built by the Central Bridge and Engineering Co., of Peterboro, for Bancroft and Irondale Railway, is thus referred to by *Engineering*, of London, Eng.: "A noteworthy feat has been accomplished in the case of a 90-ft. truss bridge for the Irondale, Bancroft and Ottawa Railway, Canada. The structure in question was shipped complete from the works of the builders, the Central Bridge and Engineering Co., Peterborough, Ontario, to its site. The principal dimensions of the structure as placed in the cars were: Length over all, 90 ft.; height of trusses, 12 ft. 6 in.; width over all, 11 ft. 9 in.; and the weight was 65,000 lb. The distance between the works and the bridge was 70 miles." A photo-engraving of a section of this bridge as it appears mounted on a car will be seen in the firm's advertisement in THE CANADIAN ENGINEER.