

THE Great Northern Railway is making preparations to hold its end up at Bonner's Ferry in the competition for the Slocan ores that will begin as soon as the Kaslo-Slocan line is in working order. A new spur from the main track and a wharf has been constructed at Bonner's Ferry, and a warehouse is to be built.—*Nelson Miner*.

THE Kaslo & Slocan Railway has a thousand men at work, and is expected to be running this fall. A level grade has been found from Bear Lake to Sandon, and the way is being cleared up from Cody Creek. A switchback has been graded across the creek to take the ore from the concentrator that the Slocan Star is about to build, which will have a capacity of two hundred tons a day. The Canadian Pacific Railway is anxious not to be cut out of the business of this region, and is surveying a line alongside of the Kaslo-Slocan track for several miles.—*Midway, B.C., Advance*.

THE St. John *Telegraph* is informed that H. D. Troop, acting for the Bay of Fundy Steamship Company, is negotiating for the purchase of the twin-screw steamer "Sandy Hook," now at New York, to be placed on the bay route. If this vessel is secured, the "Monticello," it is said, will run between Windsor, Hantsport, Yarmouth and Halifax. The "Sandy Hook" is a fast boat, and can make the trip from St. John to Digby in a little over two hours.

THE steamer "Cibola," of the Niagara Navigation Co., was burned early on the morning of the 15th July, at her dock at Lewiston, on the Niagara. The fire started in or about the engine-room, but it is not known how it occurred. Wm. Hammond, the third engineer, was burned to death, and Jas. Woodward, second engineer, had to jump into the river and swim for his life. The "Cibola" was built at Deseronto, Ont., in 1887, and cost \$160,000. She was insured for \$75,000. A good deal of the machinery can be used again, and as the iron hull was but little damaged, she will be refitted.

PRESIDENT S. Caldecott, E. Gurney and E. B. Osler, of the Toronto Board of Trade, had a conference with Engineer Keating a few days ago regarding Toronto's water supply. It appears that the water in the bay is ten inches below zero, there is only a little over nine feet of depth in the western gap, and the steel conduit is in some places less than nine inches under water. Close to the point where the ferry boats pass it, the conduit is covered by a trifle over four feet of water. Should one of these vessels accordingly get out of her course, she would cut the pipe in two and leave Toronto without any lake water. So serious do the officers of the Board of Trade consider the situation that they discussed the proposed tunnel scheme with him thoroughly, and are laying the information before the Council of their body.

THE Yarmouth *Telegram* has the following items on railway construction in that part of Nova Scotia.—Work is progressing favorably at Argyle. Four gangs of men are rapidly completing the section between Belleville and Argyle, to be ready for track-laying by the first of August.—Foreman Stuart has the road-bed for track-laying from Broad Brook to Argyle street, and will move his men along the line through Arcadia.—E. S. Fraser, Assistant Engineer, is engaged in placing track centres on the line between here and Salmon River.—Harry Townsend, the contractor for masonry, has commenced operations. The masonry work on bridges is to be completed by the 15th of September, to be ready for the steel superstructures.—Warren Taylor, of Salisbury, N.B., who has the contract for 80,000 sleepers for the Coast Railway, will begin the delivery of sleepers early in August.—Contracts have been signed with the Central Bridge Co. for the completion of the Tusket and Salmon River bridges. They are to be completed and erected in place on or before the 15th of October.—Two thousand five hundred tons of rails were purchased in England on the 2nd July by John A. Brill, president of the Nova Scotia Development Co., and will be delivered at Yarmouth during August.

THE annual meeting of the Lake St. John Railway Company was held last month at Quebec. The gross earnings of the main line for the year show an increase of \$17,895, those of the Chicoutimi extension an increase of \$10,922. The net earnings of the main line show a gain of \$14,931 over the previous year. The settlement of the Lake St. John district has made fairly good progress during the past year. More new settlers have gone in than during any previous year since the railway was completed. The dairy industry continues to make rapid progress, and cheese now constitutes quite a considerable item in the traffic of the railway, the quantity carried last year having been 1,114,000 pounds, against 522,000 in 1893. The number of passengers carried during the year on the whole system was 122,941, as compared with 109,515 in 1893, and the number of tons of freight 145,770, as against 133,150 tons. The freight is largely lumber and wood products, including pulp

and pulp wood. The election of directors for the ensuing year resulted as follows: Frank Ross, president; E. Beaudet, 1st vice-president; Gaspard Le Moine, 2nd vice-president; T. A. Piddington, Hon. P. Garneau, John Theodore Ross, Hon. F. Langeller, M.P., Jules Tessier, M.L.A., Gavin Moir, Hon. George Irvine, and Edwin Hanson, Montreal.

## Electric Flashes.

EGANVILLE, Ont., is to have an electric light plant installed in a few days.

IN London, Ont., the Bell Telephone Company is laying its wires under ground.

THE Belleville, Ont., electric railway is now completed, and the first car went over the track a few days ago.

A WOMAN fell from a Hamilton, Ont., electric car on July 26th and was killed. She was about 35 years of age.

E. A. C. PEW intends applying to the legislature at its next session for a charter for a trolley bicycle road from Toronto to Niagara Falls.

RHODES, CURRY & Co., of Amherst, N.S., have a contract from the Halifax Electric Street Railway Co. for 14 street cars and a \$20,000 car house.

THE Light, Heat and Power Co., Lindsay, Ont., has been incorporated with a capital stock of \$70,000 to supply electricity for light, heat and power.

WINDSOR, Ont., will spend \$6,000 on the city lighting plant. Part of this sum will be used for the purchase of a boiler and other machinery for the dye house.

THE St. John, N.B., city council, has made a contract with the Electric Street Railway Co., of that city, for a supply of electric light for five years at \$85 per lamp.

Two boys were killed by the trolley cars at Toronto on July 13th. The coroner's jury brought in a verdict declaring the company to be culpably negligent in not sufficiently instructing their motor men.

THE Babcock & Wilcox Company are installing a pair of their 220 horse-power wrought steel boilers in the new Bell Telephone Building now being erected at the corner of Notre Dame and St. John Streets, Montreal.

THE General Electric Co., Schenectady, N.Y., have received an order for two 48-inch 100,000 candle power search lights, to be used in illuminating in various colors the falls of Niagara. The Michigan Central Railway will defray the expense.

THE Dundas County Telephone Co. have completed their lines from Kemptville to Chesterville, and have 100 miles of poles ready for wiring, connecting the villages of Morrisburg, South Indian, South Finch, Avonmore, Monkland, Metcalf, Moorewood, Vernon, Duncanville and Kenmore.

WHILE repairs were being made to the electric elevator in W. J. Gage & Co.'s warehouse, Toronto, on the 6th inst., the patent brake gave way, and the cage dropped 50 feet, killing Charles Howe and James Welch; the latter is a lad of 16. Charles McBride also had an arm and leg broken.

E. L. BARR, formerly with the Canadian General Electric Company, and more recently travelling salesman for the Wallace Electric Company, Chicago, has been appointed secretary of the latter company, *vice* Max Berg, who resigned. Mr. Barr is a younger brother of M. D. Barr, formerly manager of the Canadian General Electric Co.

THE street lighting of St. John, N.B., has been awarded to the St. John Electric Railway Co. for six years at \$85 per lamp per year. This applies to all parts of the city except the north end, which continues to do its own lighting. By the contract with the railway 129 lights will be furnished, while in the north end 71 lights are supplied. The former price for the city was \$75 per lamp.

THE Halifax Electric Street Railway Company are installing another battery of 500 horse-power of the Babcock & Wilcox Company's new wrought steel boilers. These boilers are to supplement the 500 horse-power battery which they have been using for the past five years to operate their electric light plant. A third battery of 500 horse-power. Babcock & Wilcox boilers, will be added later on.