

THE Fraser Valley Canning Co. (Ltd.), Chilliwack, B. C., are reported to be going out of business.

AN addition is being made to the Merriton, Ont., Paper Mill in order to accommodate screening machinery.

W. J. GAGE, Toronto, offers to give \$25,000 towards the erection of a home or hospital for consumptives in the city.

THOMAS DUMAS has purchased Acton's Sash and Door Factory, at Eganville, Ont., and will extend the business.

PRICE BROS. & Co.'s steam saw mill at St. Thomas Station, Que., has been burned down. Loss, about \$50,000.

ST. PIERRE & GAMACHE'S foundry and mills at Bic, Que., have been destroyed by fire. Loss heavy, with no insurance.

THE St. John, N.B., *Star* reports that the spinners in the Courtenay Bay cotton mill in that city have returned to work at the reduced scale of wages, and it is expected that the employees of the New Brunswick mill will also return to work on the same basis.

THE erection of a flour mill is talked of at Fort Vermilion on the Peace River, which is about 1,000 miles north of Toronto and 350 miles north of Edmonton. How about the "narrow strip of land bordering the United States" now, in the face of this practical illustration of the vastness of Canada's useful and inhabitable territory?

STIRLING & BROWNLEY, manufacturers of the now celebrated Brownley Injector, described in this journal, have issued a new price list. Engineers and manufacturers in want of a boiler feeder may be interested in knowing that this firm are prepared to send one of their injectors on a 30 days' trial, so that it costs nothing to test this injector.

KERR & MORGAN'S machine shop in White's Lane, Montreal, was gutted in the fire which destroyed the Montreal Silk Mills Works the other day. The Dominion Rolled Plate Company and Montreal Watch Case Company's premises in the same building were damaged. Kerr & Morgan have lost considerable. The loss on the silk mills is estimated at about \$4,000.

OWING to the terrific downpour in Toronto district towards the end of last month in which nearly 7 inches of rain fell, much damage was caused. Taylor Bros. Don Paper Mills, as well as many other buildings, were inundated, resulting in heavy losses in machinery and other property. Winchester street bridge gave way at both ends and the bridge at York Mills was also destroyed.

THE Canadian Colored Cotton Mills Company held their annual meeting in Montreal a few days ago, when the old board of directors was re-elected. The total value of the output was reported as \$2,050,000, or one third less than the previous year. A dividend of three per cent. had been declared. There was complaint at the meeting that the cost of selling goods had been too high.

Railway and Marine News.

THE C. P. R.'s new wharf at Calumet, Que., is now complete.

THE C. P. R. will establish works for the manufacture of car-wheels at Fort William, Ont.

THE Ulster Steamship Company is starting this month a direct service between Dublin and Montreal.

It is proposed to build a marine railway at Harvey, N. B., in connection with C. C. Dow's shipyard.

THE tender of Chas. Reinsborough to construct the Bay du Vin, N. B., wharf for \$2,150, has been accepted.

J. C. O'NEIL of Kempville has a sub-contract for the construction of ten miles of the O. A. & P. S. Railway.

THE portion of the Pontiac Railway lying between Coulonge and Black River is being put into working order.

ABOUT \$40,000 will be spent this year on the Moncton-Buctouche Railway and in repairing the Buctouche bridge.

THE G. T. R. have extended the switch to the oil mill at Baden, greatly facilitating the loading and unloading of freight.

MAJOR WAISH has secured the charter of the Winnipeg & Lake Dauphin Railway, and is forming a company to construct the line.

THE Lake Erie and Detroit River Railway bridge at Wheatley, Ont., was washed away during a storm last month. Loss \$10,000.

THE *News* speaks favorably of a scheme to improve transit facilities between Kingston and Cape Vincent by the completion of the Wolfe Island Canal.

A new steamer, to be called the "St. John City," is being built in England for Furness, Withy & Co.'s line between London, Halifax and St. John.

SOME sheds and freight cars belonging to the C. P. R., at St. Stephen, N. B. were burned down last month. Their wharf also was damaged by the fire.

THE Toronto Ferry Co. have built another large steamer for the Island service, the "Shamrock." Engines are being put in by the Doty Engineering Works Co.

THE Lake Manitoba Railway and Canal Co. are applying for an extension of time for commencement and completion of their line and to extend it to Swan Lake.

THE Montreal and Cornwall Navigation Company are applying for incorporation. The chief applicants are W. C. White and Wm. Currier. Capital stock \$50,000.

THE Government have decided to build a new lighthouse at the west end of the Burlington canal. A dredge is now being used to deepen the channel leading to the harbor.

THE Plant Steamship Co. have bought out the North Atlantic Steamship Line of Halifax. The "Florida" will take the place of the "Halifax" between Boston and Halifax.

THE M. C. R. will build a new station at Petrolea, Ont., to cost \$12,000, perhaps one also at Windsor. The company are laying new 50 pound rails between Attercliffe and St. Thomas.

MONCTON, N. B., has decided to give \$5,000 towards a new dock, if the Dominion Government will also subsidize it. The scheme was described in a recent number of this journal.

LA COMPAGNIE GENERALE TRANSATLANTIQUE will make representations to the Canadian Government for a subsidy for a line to ply weekly between Montreal, Halifax and some French port.

A DEPUTATION from Trenton waited upon the Dominion Government recently to petition them to have the ship canal between Trenton and the Murray Canal dredged and widened to 150 feet.

THE following are the present officers for the Philipsburg Junction Quebec Railway and Quarry Co.: E. L. Bond, president; F. B. Wells, vice-president and general manager, and Henry Timmis, secretary and treasurer.

ANDREW OBERDORF, of Chicago, who built the British Columbia section of the C. P. R., has been interviewing the Government with reference to a claim he has against them for \$74,000 in connection with that work.

AN Act will be applied for to incorporate a company to construct and operate a railway from a point near Black River to some point near Ferguson's Point, county of Pontiac, thence across the Ottawa River, to a point in Pictouville, county of Renfrew.

THE Ontario Government has refused to grant the South-Eastern Railway Co. a bonus of \$12,000 per mile to build a line from Winnipeg to Rainy Lake district, on the ground that the route proposed would pass through a comparatively valueless territory.

CONNOR and LAWLER, of St. John, N. B., have obtained a renewal of the charter for the Woodstock and Centreville, N. B., Railway. The *Carlton Sentinel* says they are now looking after gypsum mines in the Tobique Valley in which they are interested.

THE Government steamer "Druid" which had a hole punched in her bottom last month by an ice jam, has been on Davis' ship at Lewis for repairs. She is to be ready for sea early this month, and will, we understand, be placed at the Grosse Isle Quarantine Station.

SOME Montreal aldermen now propose to give the G. T. R. a million dollars in order to raise the level of the line from St. Henri to Bonaventure depot. This sum also would include the cost of bridging Mountain and Guy streets, a proposition made a month or two ago.

AS the Government appear dilatory in the matter, it is proposed by the mayor of Peterboro' to send a large deputation to Ottawa to press the Government either to complete the Trent Valley Canal or to give it over to some private party who will. It would shorten the journey between Chicago and the West by about 500 miles.

THE Collingwood, Ont., Dry Dock Co. have been remarkably busy during past season, and it has been found difficult to obtain a sufficient number of hands to carry on operations. At the present time several new vessels are on the stocks, besides a few undergoing repairs. The length of the dry dock is 336 ft. over all, width 50 ft., depth 13 ft. The entrance gate is 50 ft. wide. A new steamer for the Buffalo Fish Co. was launched a week or two ago, and a tug is being built for the same owners. Three large tugs are also being built for service on Georgian Bay and Lake Huron.