

The Red river, which was the principal artery of commerce in Manitoba in the early days, but which has been almost out of use since the advent of railways, is again to be used for traffic purposes. R. A. Lister & Co have put a steamer on the river to gather up cream for their butter factory at Morris. This is probably the first attempt at utilizing the river for regular traffic purposes south of Winnipeg, since 1882.

The regulations made by the Ontario Government making it imperative that logs cut on Crown timber limits be manufactured in the province, has given the Ontario ship-owners a share of the trade in carrying the lumber. The rafting of the logs to which the embargo applies from the Georgian Bay across to points in Michigan has now been stopped, and the Michigan lumbermen are compelled to have their logs sawn here. No vessels were necessary in towing the logs across except tugs, and under the United States coasting law, Canadian vessels could not afterwards help in carrying the manufactured lumber from one American port to another. One result is, that now Canadian vessels are conveying the sawn timber to the numerous ports on the American side.

Personal.

G. H. Garden, of the C.P.R. engineering staff, has gone to take charge of the double tracking of the line between Port Arthur and Winnipeg, a distance of 420 miles.

H. V. Short has been appointed manager of the machinists tools and engineers' supplies department of the Aikenhead Hardware Co., in succession to A. W. Smith, whose portrait appears in another column of this issue of *The Canadian Engineer*.

L. B. Stewart, Registrar of the School of Practical Science, Toronto, has reached Dawson, in the Yukon district, where he purposes spending the vacation surveying. A letter posted by him at Dawson on the 3rd July was received by Mrs. Stewart in Orillia on the 25th.

A Canadian, A. W. McCrea, of Merrickville, Ont., was selected from among his class of fifty at the Massachusetts Institute of Technology to represent the architectural department at the closing class ceremonies. He has taken a position with the firm of Carriere & Hastings, prominent architects of New York.

C. A. Woolsey, recently appointed sales agent of the Royal Electric Co., was for some time with the Thompson-Houston Co., as expert, and upon the amalgamation of that company with the General Electric Co. remained with the concern as expert engineer and salesman, with headquarters at New York. Mr. Woolsey has had a wide and varied experience, embracing almost every phase of electrical engineering.

C. J. Pusey, president and manager of the Irondale, Bancroft and Ottawa Railway, died at Peterboro recently from an organic affection of the heart. Mr. Pusey was in railway work all his life. In 1866 he purchased the nucleus of the present I., B. & O. Railway, six miles of complete line, extending eastward from the junction with the Victoria branch of the G.T.R. His object was to extend the line to Brockville, with connections to Ottawa, to give an United States outlet to mining products and to extend the line westward and north to the Georgian Bay. His idea was the establishment of large smelting works in Hastings County. By his own almost entirely unaided exertions, Mr. Pusey secured Ontario and Dominion charters, and in the face of great difficulties finished the scheme and extended his railway eastward by ten-mile sections till now 47 miles are in operation, with five additional miles to be completed this fall. The line has a fairly paying traffic and is doing much in developing the lumber resources of the region it taps, promoting settlement and giving access to promising mining areas abounding in gold, silver, lead, iron, corundum, mica, etc.

Railway Matters.

The last relic of the first epoch of railway engineering in Canada is passing away this month in the form of the tubular bridge on the G.T.R. at St. Anne's. This old bridge, which spans the Ottawa near its junction with the St. Lawrence, is being removed, and a trussed bridge erected in its place. This old bridge is not only the last of the tubular bridges in Canada, but the last on this continent, and its removal is a historic event. The double tracking of the Grand Trunk between Toronto and Montreal is proceeding. A short section of two miles from Trenton to Murray Hill and one of three and a half miles from Sydney to a point east of Trenton, both of which are in progress now, will make the double track complete between the two cities, excepting only a strip of 30 miles running east from Scarboro Junction, on which, however, the traffic is not so heavy as on the rest of the route. A double track is also being made east of Montreal from St. Lambert to St. Bruno. Of the twelve big passenger engines, recently described in this journal, six are now on the service between Montreal and Toronto, and the new train equipments on this part of the Grand Trunk are spoken of in the highest terms by the travelling public.

RAILWAY SUBSIDIES.

The Minister of Railways has proposed the following resolutions: That it is expedient to authorize the Governor-in-Council to grant a subsidy of \$3,200 per mile towards the construction of each of the undermentioned lines of railway (not exceeding in any case the number of miles hereinafter respectively stated), which shall not cost more on the average than \$15,000 per mile, for the mileage subsidized, and towards the construction of each of the said lines of railway, not exceeding the mileage hereinafter stated, which shall cost more on the average than \$15,000 per mile for the mileage subsidized, a further subsidy beyond the sum of said \$3,200 per mile of 50 per cent. on so much of the average cost of mileage subsidized as shall be in excess of \$15,000 per mile, such subsidy not exceeding on the whole the sum of \$6,400 per mile.

Central Ontario Railway Company, for an extension from, at or near either Coe Hill or Rathbun Station on the company's railway, at or near Bancroft, not exceeding 21 miles, in lieu of the subsidy granted by 55-56 Victoria, chapter 2—Re-vote.

Great Northern Railway Company, for a railway between Montcalm and St. Tite Junction on the Lower Laurentine Railway, Quebec, not exceeding 53½ miles, and for a branch from their main line to Shawenegan Falls, Quebec, not exceeding 6½ miles, 53½ miles—Re-vote.

Phillipsburg Railway and Quarry Company, shortage in the extension of their railway from a point on the company's line at or near the end of the subsidized section to the Government Wharf at Phillipsburg, Que., not exceeding 6-100 miles—Re-vote.

Strathroy & Western Counties Railway, for a line from Strathroy, Ontario, via Adelaide and Arkona to either Forest, Thedford or Parkhill, not exceeding 24 miles, in lieu of subsidy granted by 57-58 Victoria, chapter 4, partly—Re-vote.

St. John Valley & Riviere du Loup Railway Company, from Fredericton to Woodstock, not exceeding 59 miles—Re-vote.

For a railway from Port Hawkesbury, on the Strait of Canso, Nova Scotia, to St. Peter's, not exceeding 30 miles—Re-vote.

For a railway from Windsor, N.S., to Truro, via Township of Clifton, not exceeding 58 miles—Re-vote.

For a railway from a point at or near Brockford Station, N.S., on the Intercolonial Railway, to Eastville, not exceeding 25 miles—Re-vote.

For a railway from Cross Creek Station, on the Canada Eastern Railway, to Stanley village, N.B., not exceeding six miles—Re-vote.

For a railway from the village of St. Remi to Stottsville.