

notice. The two wharves were being built side by side, that of the C.P.R. having about 100 feet of work done upon it, while the Kaslo and Slocan Company's was about completed. The last pile was being driven when the collapse occurred.

M. H. Fitzpatrick has in conjunction with his brother, Hugh Fitzpatrick, Picton, N.S., about completed the Mallard Railway of Nova Scotia, the promoters of the line being W. Strachan, D. L. Lockerby, Peter Lyall, W. D. Reid and others of Montreal. If it were not for the heavy bridge over the Shubenacadie River, fifteen miles west of Truro, N.S., passenger trains could be run over most of the line, but the delay at the bridge will probably delay the opening of this railway till the early autumn of 1900. The New York Engineering Company has built the two abutments and two piers of this bridge, leaving three piers to be constructed next summer.

F. H. McGuigan, general superintendent of the Grand Trunk Railway, recently said that the G.T.R. has laid, during 1899, 13 miles of double track and has the whole line doubled between Montreal and Hamilton, except 46 miles, from Port Union to Port Hope. If business is good, this link will be closed up in the near future. The double track from Hamilton to Niagara Falls is also laid out, and the work will be proceeded with next season. It has likewise been decided to double the line from Port Huron to Chicago in the near future. No less than 315 miles have been relaid this year, with new 80 lb. steel rails, while 285 miles of these rails, replaced by the 80-lbs., have been laid down on the branch lines, the latter being from 72 to 79 lbs., and replacing in turn rails of from 56 to 60 lbs. So it will be seen that no less than 600 miles of the company's lines have been greatly improved. From Portland to Chicago there are now laid 720 miles of these standard 80-lb. rails, while the steel in the balance of the main line between those points average from 72 to 79 lbs. They have laid, during 1899, 1,826,857 ties, 1,344,374 being cedar, and purchased in Canada. The company put down last year 321 miles of gravel and 50 miles of cinder ballast, 123 miles of new fence and 63 miles of yards and sidings.

Marine News.

Over 40,000 tons of coal have been brought to Sarnia, Ont., this fall by vessels.

Water was turned into the Chicago Drainage Canal at 9 o'clock, January 2nd.

The St. John Sulphite Fibre Co. has bought barges to use in bringing pulp up from the mill at Mispec to St. John, N.B.

At a meeting of the shareholders of the Sydney's Ferry Co., Ltd., held in December it was decided to buy two new steamers for their ferry business next season.

H. W. Kennedy, M. Brown, W. Ross, and G. C. Frisbie, Rat Portage, Ont., and A. R. Bartlet, Windsor, Ont., have been incorporated as the Commercial Dock Company of Rat Portage, Ltd.; capital, \$10,000.

Steamer "J. L. Nelson," built by W. H. Butler, of Yarmouth, for T. F. Smith & Co., of Newdy Quody, Halifax county, has been successfully launched. The new steamer is 68 feet long by 13½ feet beam and 7 feet deep. She is fitted with 7 x 14 x 12 compound surface condensing engine and a boiler 9 x 4 x 25 feet, carrying a working pressure of 140 pounds.

The United States project to place a dam across the mouth of Niagara River to permanently raise the level of Lake Erie some three feet is assuming a serious and tangible shape. It has been recommended by the Deep Waterways Commission, and Representative Corliss, of Detroit, is preparing a bill to bring before the United States Congress making an appropriation for construction. Of course the co-operation of the Canadian Government will have to be secured before the scheme can be gone on with.

—The Pratt & Letchworth Co., Buffalo, have bought the G.T.R. car works at Brantford, Ont., and will produce malleable iron for the Canadian trade.

FIRES OF THE MONTH.

Dec. 7th. The McLaughlin Carriage Co.'s works, Oshawa, Ont.—Dec. 10th. The Exeter, Ont., electric light station.—Dec. 11th. H. Kreig's woodworking shop, Hespeler, Ont.; engine house destroyed.—Dec. 12th. Owen Sound Iron Works pattern shop.—Dec. 14th. Machine shop of the Shore Line Railway, St. George, N.S.—Dec. 14th. Steamer belonging to G. F. Marsh, tug belonging to Shaw, Cassels & Co., at Huntsville, Ont., loss, \$6,000.—Dec. 18th. Shearer's lumber mills, Point St. Charles, Montreal, loss, \$20,000.—Dec. 20th. Charite L. Patterson Mfg. Co., makers of tar paper, Halifax, N.S., loss, \$5,000.—Jan. 3rd. H. C. Rees' stove mill, Woodslee, Ont.; loss, \$3,000.

—Inglis & Sons, engine and boiler makers, Toronto, are about to build refrigerating machinery on a large scale.

—F. Moore, of the Jones & Moore Electric Co., Ltd., Toronto has been for some weeks suffering from a severe attack of typhoid fever.

—Henry Aylmer, Melbourne, Que., intends to establish a large sash and door factory and sawmill. Electric power will be used, it is said.

—Sproatt & Rolph, architects, Toronto, have prepared plans for a glycerine refining plant to be installed in connection with Lever Bros., soap factory, Toronto.

—C.A.S.E. Toronto No. 1, at its regular meeting, January 3rd, elected A. M. Wickens and Chas. Moseley as representatives of the C.A.S.E. on the Board of the Technical School. At the open meeting on January 17th, J. Hunter will read an essay on "Refrigeration."

—The Hamilton Bridge Works Company, Ltd., has issued the following circular: "We beg to announce that W. H. Law has been appointed chief engineer and manager of this company. H. Szlapka will remain with the company, attached to the engineering staff." Mr. Law, who was formerly general manager of the Central Engineering Co., of Peterboro, has been heartily congratulated by his friends from many quarters on this return to his own special field.

FOR SALE

A good Water Power, 500 horse, situated one-half mile from railway, every facility for making sliding to power. Address

J. D. THEUNISSON, Cookshire, Que.

Bridge Tenders Wanted.

Sealed Tenders (marked tenders for bridge) for the superstructure of a steel bridge over the South Nation River at Leinieux, on the boundary line between Prescott and Russell, Ont., will be received by the undersigned up to the 20th January next, inclusive (1900).

Separate Tenders for the construction of the "abutments" of said bridge will be received by the undersigned up to said 20th day of January next, inclusive.

Plans and specifications of said bridge (iron work and masonry) may be seen and further information obtained, at the office of the undersigned, in the Court House in the Village of L'Orignal.

The lowest or any tender not necessarily accepted.

E. ABBOT JOHNSON,

Clerk United Counties of Prescott and Russell.
L'Orignal, December 12th, 1899.

ELECTRIC BARGAINS

We have on hand for immediate delivery a number of motors from HALF H. P. to TEN H. P. standard voltages and makers. These motors are in first-class order, some of them having had but little service, and to clear them out quickly we will sacrifice. Write us at once stating your requirements, and receive our prompt attention.

THE JONES & MOORE ELECTRIC CO.
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