

## Railway and Marine News.

THE small steamer "Queen of the Isles" was sold at Kingston, Ont., a few days ago for \$1,600.

It is said that New Zealand has decided to grant a subsidy of \$20,000 to the steamers running to Vancouver, B.C.

THE St. John, N.B., Board of Works contemplates the reconstruction of wharf sheds, the cost being estimated at \$4,000.

THE R. & O. steamer "Canada" grounded in a fog off Cacouna on the 4th inst., but was got off without serious damage.

It is expected that the boulders in the Sault Ste Marie channel will be removed in time to have the new canal opened during August.

THE Wm. Hamilton Manufacturing Co., Peterborough, have an order from contractor Onderdonk of the Trent Valley Canal for four large upright boilers.

CONTRACTS for lighthouse supplies have been awarded by the Minister of Marine at Ottawa. This includes a contract for six boilers to Carrier, Lane & Co. of Quebec.

THE G. T. R. give notice that they intend to build a branch line of railway from the Queenston quarries, connecting with their line at or near St. David's station in the township of Stamford.

THE Ottawa locomotive engineers have withdrawn their delegates from the Trades and Labor Council. They claim that their constitution did not allow them to belong to such an organization.

C. PATTERSON, Shulle, N.S., has been awarded \$2,500 by the Massachusetts court for damages to the schooner "Frances Arthemus" when in collision with the United States ship "Maria Steele."

MEASUREMENTS made in the St. Lawrence, at Montreal, during the last week in July, showed the water to be 26 feet 7 inches, which was as low as that recorded in 1872. The measurement of 1872 was the lowest known till then.

THE contract for building the Welland branch of the T. H. & B. railway has been awarded to M. P. Chapman & Co., of Watkins, N.Y. The first fifteen miles have been sublet to Maxey, Larsen & Co. The grading is expected to be finished by September 15th.

MR. WM. MITCHELL, manager of the Drummond County Railway, informs a Montreal *Herald* representative that he is placing 700 men to complete the grading and earth work on the railway from Moose Park to Chaudiere. Half of these men are Canadians and half Italians.

PRELIMINARY work has been started on the proposed international bridge between Brockville and Morrisstown. During the past few days a gang of men under Engineers Smellie and Howland have been excavating on the Canadian shore for anchor piers to fasten the ends of the cantilevers.

THE Canada Atlantic Railway has purchased, at Ottawa, a right of way from the Central Station to the Canal Basin. This route will be more satisfactory than the one formerly agreed upon, as easy access to the canal basin will give better facilities for loading and shipping from the docks.

THE Peterboro' and Lakefield division of the Trent Valley Canal, for which Brown, Love & Aylmer have the contract, is to be started at once. It has been found that the work can be more economically done by following the Otonabee River, although it is nearly double the distance at first mapped out.

ONE day recently the Nova Scotia Steel Company received a cable order from St. Johns, Nfld., for a large crank shaft for the steamer which is going north in search of the Peary expedition. In about ten days the shaft was despatched by I. C. R. to Sydney, where it was shipped on the s.s. "Colina" for St. Johns.

THE people of Pembroke now expect the early completion of the Pontiac and Pacific Railway to their town. W. Dale Harris, general manager, and Mr. Resseman, superintendent, have been at Pembroke arranging for an approach to the town. They are also to make a preliminary survey of a proposed route eastward to Waltham, the present terminus of the railway.

THE new Dominion Line steamer "The Scotsman," came into Montreal, on Sunday, August 4th. "The Scotsman" is the largest freight vessel coming to Montreal. Her dimensions are: Length, 470 feet; breadth of beam, 49 feet; and depth of hold, 35 feet 6 inches. Her gross tonnage is 6,041; net, 3,867 tons, and she is capable of carrying 9,000 tons of freight. The new vessel was built specially for the freight trade.

A MEETING of the shareholders of the South Shore Railway, of Nova Scotia, has been called for Sept. 4th, at Yarmouth.

A COMMITTEE of the Toronto city council is to be appointed to confer with the C.P.R. as to the building of a railway direct from Toronto to Sudbury.

At the last meeting of the Montreal Harbor Board, the chief engineer reported that the building of the new tug "Aberdeen" was progressing slowly but favorably.

HOLD & LUKES, contractors, Montreal, have completed track laying for the branch of the Quebec Central Railway from Tring to Megantic. The branch is to be open soon.

RAILS are now laid upon the new Tring branch of the Quebec Central Railway as far as its junction with the C.P.R. at Megantic village. Freight trains now run direct from Quebec to Megantic.

C. WRIGHT reports that the logs are getting down to the Georgian Bay very slowly, in consequence of low water and continued westerly winds. Georgian Bay is eighteen inches lower than last year, making it difficult for deep draught tugs to get into the rivers. —*Orillia Packet*.

FIRE broke out at Lethbridge, in July, in the Alberta Railway and Coal Company's round-house. The building was seriously damaged, also the stored locomotives and the president's private car. Engineer Burrel rescued his engine, the cab of which was on fire, and with it drew out the other rolling stock. Estimated loss, \$20,000.

THE Minister of Marine and Fisheries says the Government intends sending a suitable steamer to Hudson Bay next spring in the interests of the Marine and Fisheries Department, the Customs and the Interior Departments. The vessel will also be used for service in connection with the Hudson Bay Railway interests.

ON the 1st inst. there was only 9 feet of water in the western gap of Toronto Bay, and the water is so low in other parts of the bay that some of the ferry steamers have had to stop running to the island. The water was 12 degrees below the zero mark, and is the lowest on record at the office of the harbor commissioner.

ENGINEERS have been making the final surveys for the section of the T. H. & B. Railway between Hamilton and Toronto, and F. S. Upton, one of the directors, states that the line will be started next month and finished during the autumn. The section from Welland to Waterford may be finished before the end of the year. There will be a double track on the Hamilton-Toronto section.

C. D. RAND, promoter of the Fraser Valley and Burrard Inlet Railway, has received word from England that funds will be forthcoming to go on with the work, which will include a bridge across the Fraser River, at Westminster. The *Columbian* says the *bona fides* of the London syndicate are placed beyond question, by the announcement that their forfeits of £12,000 to the Vancouver city council, and £8,000 to the Westminster city council, are ready for deposit as soon as the councils put the bonus by-laws before the ratepayers.

THE steamer "Daisy" was burned near Hastings on the Trent River on the 3rd inst. She was towing Rathbun's drive to Healy Falls, and was captained by Clare Calcutt. The fire started while the majority of the crew were asleep and originated from the explosion of a coal oil can. The crew had a very narrow escape, all having to jump into the river and swim to the crib of the drive, but not before some of them got severe scorchings. The engineer had his whiskers and hair singed off and the captain his face severely burned and both legs badly scalded. The steamer was owned by H. Calcutt, of Peterboro, and was valued at \$3,500. It is a total loss, but was insured.

ANOTHER serious break, involving several days' delay to traffic, occurred in the Cornwall canal. The barge "Kildonan," when she had entered lock 17, had her stern hawser parted by the surge of water and she ran into the upper gates, breaking them off their hinges, and being thrown back against the lower gates broke them also. The tug "Dunbar," lying by, was carried through stern first, and the engineer, Pendergast, had a narrow escape from scalding from a broken steam-pipe. The barge "Glenora" and the pontoon boat "John Page" also suffered. On examination it was found that six gates were damaged or disabled. This is the second serious accident at the canal this summer, and there appears to be something wrong in the management. The *Star* correspondent says the cause of the accident seems to have been that the valves in the lock gates were opened too quickly by the men in charge. The barge "Kildonan" had all her lines out and was entirely stationary, but the surge of water from above broke her stern line, which was new rope and supposed to be equal to any emergency.