

The capacity of Hugh Walsh's flour mills, St. Andrew's, Que., has been doubled.

Owing to the large orders received by the Syracuse Smelting Works, Montreal, for their babbitt metal, solder, Columbia phosphor tin, etc., they have been obliged to add more furnaces and to work day and night.

The mud drum in one of the boilers of the Montreal Light, Heat & Power Co. exploded, wrecking the boiler house, killing one man and fatally wounding another. The drum is said to have become thin from corrosion, showing the necessity for more rigid inspection.

B. E. Kingman, and some United States capitalists, are about to establish at Shawinigan Falls, Que., a factory for turning out ferro-manganese, using power from the Falls to the extent of 500-h.p. The material to be worked is a bog ore, which will be treated by a newly-discovered electrical process.

The Buffalo Steam Pump Company, whose works are at North Tonawanda, N.Y., has been purchased by William F. and Henry W. Wendt, who are also owners of the Buffalo Forge Company, and the Geo. L. Squier Manufacturing Company. The North Tonawanda works of the Steam Pump Co. are to be continued as heretofore and the main offices will be in Buffalo.

A system of waterworks, for both domestic and fire service, has been designed by John Galt, C.E., of Toronto, for the town of Shediac, N.B., to cost about \$25,000. Two artesian wells are being drilled, and it is intended soon to complete the system, consisting of pumping station, with boilers and pump, also water mains, valves, fire hydrants and storage tank of about 70,000 gallons' capacity.

Marine News.

It is proposed to dredge Tunnel Bay, at Brockville.

The Plant line has been sold to a syndicate of Boston and Halifax men.

A third steamer is to be placed on the Canadian-Jamaica route, giving a fortnightly service.

There are now nineteen steamers running on Lake St. John and the rivers tributary thereto.

A new steamboat line is projected between Toronto and Hamilton. A turbine boat will probably be procured.

The Dominion Government will make a survey with a view to establishing a harbor at Lake Winnipeg beach.

Further shipping facilities are to be provided at Montreal, the Government giving a loan of \$3,000,000 for that purpose.

Two of the Allan steamships, the Norwegian and the Iberian, have been ashore, but both got off without much damage.

Soundings have been taken of the Assiniboine from Portage la Prairie to Winnipeg with a view to making it navigable.

The first steamer ever built at Louisburg, C.B., was recently launched. She is of composite build, steel frame and oak planking.

The Otonabee river, at Peterboro, is to be dredged. The dredge Trent is being put in order for the work, including a new steel dipper.

The Rainy River Navigation Co. has let a contract for the construction of a new boat. It will be a passenger and freight steamer of latest design.

The locks at the foot of the Lachine Canal are being enlarged to the standard length of 270 feet, with a width of 45 feet and 17 feet of water on the sill.

The Gananoque river is being dredged. The material removed is largely sawdust and bran dumped in from the mills forty years ago. Some good timber has been recovered.

The White Star, which runs from Toronto to Oakville, was badly damaged by her walking beam breaking and will take two months to repair. The Niagara has taken her place.

John R. Purdon, naval architect of the Fore River Ship and Engine Company, of Quincy, Mass., has reported strongly in favor of Lacoste's ship brake, after seeing it thoroughly tested.

The C.P.R. now has five steamship services—the Pacific, the Atlantic, the British Columbia coast, the Upper Lakes, and the British Columbia Lake and River Service. The total fleet numbers sixty-two boats.

The Columbia, of the R. & O. Line, made the passage from Prescott to Montreal in seven hours and ten minutes, the best on record. She was built at Chester, Penn., ten years ago, and recently came to the St. Lawrence.

The St. Lawrence route is again this season the scene of numerous mishaps to shipping. The smoke caused by bush fires is, however, partly to blame.

The steamer Kingston, of the R. & O. line, broke her shaft when about 10 miles from Toronto, and drifted helplessly till the Hamilton, of the same line, came along and towed her to Kingston for repairs.

The Minister of Marine has ordered twenty-five of the latest pattern gas buoys, which will be placed on the St. Lawrence, between Montreal and Quebec, so as to make it navigable at night. They will be put in position this season.

Two tenders were received by the Government for the proposed Atlantic fast line, one from the Allans, the other from the British & North Atlantic Steam Navigation Company, understood to represent the Dominion Line. Neither were satisfactory.

The Canadian Government surveying steamer *Gulnare* has made an exhaustive series of surveys off Cape Race, to determine the variability of the currents and tides, and prevent the frequent marine disasters which occur there. It is expected that valuable scientific results will be achieved.

The steamer *W. D. Matthews* was launched by the Collingwood Steel Shipbuilding Co. on June 20th. She is 390 feet over all, and is declared by a Scotch expert to be equal to any of her class built on the Clyde. This is the third iron vessel built at Collingwood. The *Midland King* will be ready to launch in about a month.

The Marine Iron Works, Station A, Chicago, Ill., have just issued a new illustrated catalogue, sent free on request. This company's sole business is to design and build modern marine machinery (steam only), suitable for vessels ranging from 30 to 160 feet in length, and including paddle-wheel as well as screw propeller machinery, condensing or non-condensing, for either salt or fresh water, as may be required. The large line of marine boilers, which they build, includes the Roberts' Safety Water Tube, as also the better class of shell marine boilers, and for either hard coal, soft coal or wood fuel, as desired. The catalogue illustrates thirty-five different sizes and types of screw propeller engines and thirty-six different paddle-wheel engines, all of modern type. Fifty different sizes and types of marine boilers are listed.

Municipal Works, Etc.

The Waterous Engine Co. has sold one of its gasoline fire engines to Minnedosa, Man.

Henry and Gibson, who had the contract for stone crushing at Peterboro last year, have again secured the contract for this year.

Two spans of the bridge which crosses the river at St. Rose, Que., were burned, having caught fire from a cigar stub, involving a loss of \$3,000.

The sum of \$75,000 has been voted for pavements, sidewalks, a new public bath and street expropriations, in Montreal. Three new fire stations are also to be provided.