

THE bridge over the Columbia River carrying the Red Mountain tracks to Rossland, B.C., has been tested for traffic. It is a composite structure of wood and iron of six spans, in length about 2,000 feet.

AT the present time the Grand Trunk Railway System is having the heaviest run of freight in the memory of the oldest employees. The company has ordered the construction of a thousand new cars—500 in Detroit, and 500 in the Canadian shops.

THE G.T.R. is doing a good deal in the way of improving its property. An oil house will be erected at London, Ont., and a new roundhouse at Sarnia. The new Berlin station is to be completed by Christmas, and the capacity of the freight sheds at Wiarton is to be doubled.

THE Hudson's Bay and Pacific Railway Company has applied for an amendment to their charter, to abandon the projected line from Prince Albert to Calgary, and to establish instead, the branch between Prince Albert and Edmonton, and to a point at or near the Yellow Head Pass.

AN important innovation is being made on the Canadian portion of the Grand Trunk Railway system, in substituting compressed air for steam as a motive power in their shops. It is said to be cheaper than steam, and has been applied successfully in the shops at Toronto, Belleville, and other places.

A CURIOUS accident occurred on the Canadian Pacific, near London, Ont., the other day. An engine was running light to the repair shops just ahead of a train, when suddenly the axles broke, the sidebars fell from the sides, and the steel tires of the driving wheels broke in several places, causing a complete wreck of the engine.

STRATFORD, ONT., demands \$25,000 from the Grand trunk, which is the amount which Stratford gave the railway company to erect and maintain a roundhouse in the place, and it is claimed that the Grand Trunk is breaking the agreement with Stratford by removing engines and crews from that place to Sarnia, where a new roundhouse is being built.

MR. HEINZE and the Canadian Pacific have failed to come to terms, and Sir William Van Horne has made the following statement: "It is absolutely necessary that we should reach Rossland with a line of our own, and we are under pledge to Rossland to do so. We would have preferred the purchase of the Trail Creek road, which could have been adapted to our purposes by a considerable expenditure, but we could not come to terms, and we are now obliged to go on with our own work."

THE CANADIAN ENGINEER has received a copy of the official report of the directors of the Grand Trunk Railway Company of Canada, together with the statement of accounts for the half year ending June 30th, 1897, which shows that the working expenses have been cut down from 71.34 per cent. of the gross receipts to 67.49 per cent. of the gross receipts for the corresponding half year. This decrease means a saving to the shareholders of £55,677. While the company's passenger traffic decreased during the six months by 0.12 per cent. the freight traffic increased by 1.49 per cent.

THE following have been elected directors of the Great Northern Railway: Messrs. P. Garneau, John Sharples, Frank Ross, V. Chateauvert, T. H. Deann, Jules Tessier, and Veasy Boswell. The annual report mentions the completion and acceptance of the ten-mile section constructed by Paquet and Fortin, from Grand Mere to Shawenegan, and a branch line built by the company and the Laurentine Pulp Company from the St. Maurice to the latter's mill. It also states that a bonus has been offered by the council of Three Rivers if the terminus and workshops of the road are placed there, and that the question must shortly be decided.

Marine News.

JAS. PLAYFAIR & SON, Midland, Ont., will build a large tug at Midland this winter.

RYAN & MACDONALD have been awarded a contract for sections 1 and 2 on the Soulages Canal.

STR. "JUBILEE" has been bought to run on the Pelee Island route by a Leamington, Ont., firm.

MACDONALD & MOFFAT are making satisfactory progress on the new \$10,000 wharf at Pugwash, N.S.

THERE is talk of a new C.P.R. steamer for Lake Memphremagog, between Newport, Georgeville and Magog, for the coming summer.—*Granby, Que., Leader.*

THE Montreal Transportation Company launched a new steel barge at Kingston, Ont., recently.

ST. JOHN, N.B., this winter, will have the heavy freight landed on her docks; Halifax will receive the mails.

THE str. "Empress of India" is to undergo extensive repairs and alterations, at Picton, Ont., this winter.

THE steamer "Sir S. L. Tilley" is to have 60 feet added to her length of 180 feet, making her the full size of the Welland Canal locks.

THE Leaver Line Steamship Co. has chartered the "Gallia," which is about 450 feet in length, being as large as the "Parisian," and the "Bothnia."

HENRY FOLGER says there will be a daily service between Clayton, N.Y., and Montreal, next season, with the possibility of extension to Quebec and the Saguenay.

THE Dominion Government is taking steps to improve the navigation of the Rainy River. It is also understood that the Fort Frances lock is to be at once improved.

AT Kingston, recently, the locomotive works turned out and launched a steel barge, the "Coburg," 180 feet long, 35 feet beam, and to carry 50,000 bushels on a draft of 11 feet.

MESSRS. TROOP & SON, of St. John, have placed an order in England for the building of a new steel steamer. She will be 300 feet long, 45 feet beam, and will be named the "Canada."

THE str. "Stranger," running between Valleyfield and Montreal, sunk in Lake St. Louis, recently, in 25 feet of water. The hands on board managed to get ashore after considerable hardship.

WM. TWOHEY, a former lake captain, died recently in Toronto. He was in his eightieth year, and came to Canada from England in 1837. For many years he sailed between Toronto and Chicago.

THE steamer "Lakeside," St. Catharines, Ont., is to be sailed by Capt. N. J. Wigle next season, it is said, and it is reported that another boat will be put on the run along with the "Lakeside" between Toronto and St. Catharines.

SINCE his return from England, McLeod Stewart, Ottawa, announces that the building of the Ottawa Valley-Georgian Bay Canal will begin in the spring. The cost will be \$15,000,000, and Sir Benjamin Baker will be consulting engineer.

IT is said at Vancouver, B.C., that the C.P.R. management intend to run the "Empress" steamers direct to Australia, by way of Honolulu and the Fiji Islands. Better boats will be put on the Japan route, and a weekly service will be substituted for a monthly one.

ROBT. BOWIE, N. Cossitt, T. Wilkinson, J. Grant, sr., D. Derbyshire, and Jas. Cumming, Brockville, Ont., are among those interested in the new boat to be built this winter for service between Brockville and Union Park, Thousand Islands. Davis & Son, Kingston, Ont., will, it is said, build the boat.

IT is proposed to build a steamer in Annapolis, N.S., this winter, to ply between St. John and points between Digby and Bridgetown, touching at Bridgetown, Round Hill, Annapolis, Grenville, Digby, Bear River and St. John. It is expected to put the new steamer in commission on April 1st, 1898.

THE Department of Railways and Canals has taken over the contract on the Soulages Canal held by A. Stewart, Ottawa, and the work is being carried on under the control of the Government. The contract included sections 1 and 2, and comprised some heavy masonry work and the excavation and building of three large docks.

BESIDES the building of two large steamers for the Richelieu and Ontario Company for lake passenger traffic, at the Bertram Engine Works Co.'s shipyards, the iron grain steamer "Rosedale," belonging to Crangle & Hagarty, is to have a new hurricane deck. The iron steamer "Seguin," 200 feet long, will be lengthened about 40 feet.

THE Montreal papers have recently revived the old scheme of deepening the water in the channel below Montreal, not by dredging, but by building a dam at Deschambault, where the Richelieu rapids occur. This would, it is claimed, give an extra depth of eight or ten feet at Cap la Roche, and from four to six feet extra water in Lake St. Peter.

THE new pier on the east side of the entrance to the harbor of Port Dalhousie, Ont., and the Welland Canal, the work on which has lately been successfully completed, is recently described in the St. Catharines Journal. It is thirty feet wide at the inner, sixty feet wide at the outer end, about five feet above high water mark, and 2,000 feet long. The first section of the work was done about five years ago by day labor, and the next year a section was let by tender to John Riley & Son, contractors, St. Catharines, who were followed next season by Battle & Newman, Thorold and St. Catharines. Last year the final section or end running into the lake was awarded to John Riley & Son. The work was under the supervision of W. G. Thompson, the resident