

show that the work was done to the engineer's satisfaction. In his own opinion, the judge said that the work was done to the satisfaction of the engineer. In the case of *Murray v. the Queen*, however, the Supreme Court expressed the opinion that a certificate was not valid, because it did not state that the work was done to the satisfaction of the engineer. The case, therefore, was not before him on its merits. Under section 33 of the contract it was provided that a dispute be referred to the Exchequer Court, and, therefore, it was referred to him under that clause. That being the case, he had to decide against the contractor. If it were before him on its merits, he would have decided that the contractor was liable to recover. The decision reverses the judge's previous decision.

THE Canadian Bridge and Iron Co. has gone into liquidation, Jno. W. Ross being appointed permanent liquidator of the concern recently. The liabilities of the company are fully \$100,000, while the assets are nominally the same, about one-half of them being unfinished contracts. The following are among the principal creditors whose claims are all secured: B. & S. H. Thompson, A. Davis, Congregational Missionary Society; J. E. Cave, Boston, Mass.; Jas. Shearer & Co., P. Ames, E. Rousseau. Among the ordinary creditors are M. E. Fitzgibbon, A. R. Williams, Howden, Starke & Co., Frothingham, Workman & Co., Sadler & Haworth, W. A. Fleming, Miller Bros. & Toms, F. E. Cave, J. H. Nault, J. Bertram & Son, Pittsburg Forge Co., St. John Bolt Co., etc.

Mining Matters.

THE B. C. Smelting and Refining Co., Trail, are putting in a saw-mill plant.

D. O'CONNOR, Sudbury, Ont., will place a steam tug on Lake Wabigoon next season.

P. D. McKELLAR, of Chatham, Ont., is interested in the Bothwell oil fields, and struck a remarkably fine well recently.

THE Springhill, N.S., coal mines is again the scene of a strike, the reason this time being the dismissal of a union overseer.

ABOUT \$50,000 worth of gold dust taken from the Saskatchewan was purchased by the banks in Edmonton, N.W.T., during the past season.

P. GAUTIER, the Hudson Bay Company's agent at Long Lake, four days journey by snowshoes from Jackfish Bay, Ont., reports that there are plenty of veins to be found there that carry gold.

THE various Provincial Governments, and the Federal Government as well, are to be asked to aid a Mining Bureau about to be established in the McDonald building, Victoria square, Montreal.

THE Trilby and Prince of Wales, Kootenay, B.C., are to have a complete machinery plant at once. The order has been given to the Ingersoll-Sargeant Drill Company of Montreal. The plant will consist of a four-drill air compressor, pump, hoist and boiler.

NEAR Ashcroft, B.C., there is said to be a "water" copper mine; a stream bearing copper in solution to an extent which makes its recovery by electricity profitable. S. F. Griffiths, Vancouver, and G. M. Brown, general western passenger agent C.P.R., are interested.

R. H. AINS, M.E., of Rat Portage, Ont., was recently in Montreal, and reported that he had sold the Golden Gate mine to London capitalists at a figure that gave them a profit of fifty per cent on the money the owners had paid less than twelve months ago, besides paying back the principal and all expenses.

THE Wm. Hamilton Mfg. Co. of Peterboro, Ont., has recently shipped a ten-stamp mill to the Golden Cache Mines Co., Ltd., Lillooet, B.C. The mill included a Blake ore crusher, automatic ore feed, and the ten-stamp battery, and all the necessary amalgamation plates. With this was a steam plant and portable sawmill.

THE Saw Bill Gold Mines Co., chiefly owned in Hamilton, are preparing to put in a 10-stamp mill, and the machinery is now arriving at the mine. The shaft is now down 150 feet and the north and south drifts driven 100 feet. As work progresses the mine appears to increase in richness. The company were approached a few days ago with an offer from an English syndicate. The country around this mine is now being surveyed.

IN the United States and Canada there are seventy mining companies, which last year paid an aggregate of \$14,734,500 in dividends. The Calumet and Hecla, on Lake Superior, leads with \$2,500,000, followed by the Anaconda with \$2,225,000, the Boston and Montana, \$1,500,000, and the Quincy, \$1,000,000. These are the mines which have paid \$1,000,000 and over. Two paid \$500,000 and \$600,000, respectively, the other sums ranging from \$1,000 to \$500,000.

Marine News.

AT Oak Island, N.S., a sand pump is being used to search for hidden treasure, Captain Kidd's, it is said.

THE steel steamer "State of California" has been bought by the Allans for \$250,000 from the Anchor Line.

J. G. MILLER, iron founder, Chatham, N.B., is building a marine railway at his works for repairing vessels.

THE Montreal Transportation Company, Kingston, Ont., has called for tenders for the construction of a new steel vessel.

THE Public Works Department, Ottawa, is making preparations for the dredging and blasting of the channel at Kingston Mills.

THE Department of Public Works, Ottawa, will receive tenders till Feb. 19th, for the construction of a wharf at Lotbinière, Lotbinière county, Que.

THE bondholders and shareholders of the Chignecto Marine Railway will make a determined effort to secure aid from the Government at the next session of Parliament.

DREDGING was stopped in St. John, N.B., harbor recently by order of the Minister of Public Works, but was resumed shortly after on the representations of the local members.

EXTENSIVE repairs are being made to the propeller "Lake Michigan" on Muir's dock at Port Dalhousie. The steamer "Ocean" will also receive necessary repairs later on.

THE Marine and Fisheries Department of the Dominion Government has accepted the offer of Job Bros., St. John's, Newfoundland, for a sealer suited for the Hudson Bay expedition.

THE depth of the water in the harbor has come to be an important question to Toronto. The average for the year shows 8 1/4 inches below zero; however, this is 3 1/2 inches higher than in 1895.

ALTERATIONS will be made on the C.P.R. steamships at Owen Sound, Ont., the company having decided to put upon each what is called a "turtle back" bow, somewhat after the style adopted for the Dominion Government's fishery protection cruisers.

IF the Dominion Government decides on canal enlargement at the approaching session, the Richelieu & Ontario Navigation Company will add two large steamers to its fleet, plans for which are said to be already drawn.

AT the annual meeting of the Frontier Steamboat Company, St. Stephen, N.B., the following officers were elected directors: James Murchie, president; Geo. A. Boardman, Chas. L. Deming (treasurer), John D. Chipman, Geo. E. Eaton, Geo. F. Hill, W. A. Murchie.

THE report of Kivas Tully, C.E., on the Toronto harbor, shows that 26,148 cubic yards of dredging was done, and strongly urges the diversion of the Don into Ashbridge's Bay to save the dredging at the east of the harbor. The construction of the trunk sewer is also approved.

THE Canadian Pacific Railway has taken over the Columbia and Kootenay Steam Navigation Company's fleet, consisting of eight vessels and two in course of construction. The price paid is said to be \$250,000. A daily service will be established from Revelstoke, Nelson and Rossland.

THE first iron vessel built at Levis, Que., is now being built at Davies' dock for the Compagnie Maritime et Industrielle of that town. It is a steamer 140 feet in length and 25 feet in breadth, with a speed of fifteen knots an hour, to run the ferry between Quebec and St. Thomas, Montmagny.

THE Marine Engineers recently held their annual elections, resulting as follows: O. P. St. John, honorary president; E. J. O'Dell, president; J. S. Adam, 1st vice-president; F. Limpert, 2nd vice-president; councillors, R. Childs, Jas. Currie, R. McLaren, Ed. Abley, W. B. Stevens; secretary, S. A. Mills; treasurer, D. L. Foley; guard, J. R. Young; auditors, J. H. Ellis, F. E. Smith. The auditors presented their report for the year 1896, and stated that the balance in hand amounted to \$300. The annual ball, held in St. George's Hall, was a grand success.

THE steamer "Chicora," of the Niagara Navigation Company's line, will not be taken off the Toronto and Lewiston route next season and placed in service between Toronto and Port Dalhousie, as was reported some time ago. She will start on her usual run when the season opens, and later may be held in reserve for handling the heavy excursion business. The Chippewa and Corona will be placed in service when the increase of travel may require.