

cess in obtaining gold at North Lubec was attested by its sending frequently to the New York Assay office "gold bricks" containing each about \$2,000 of gold, and the exhibition of similar bricks at the company's office in Boston. The "gold from sea-water" scheme thus appears to have been one of the most gigantic swindles of recent years. It was similar in many respects to the Electric Sugar Refining swindle in New York city in 1884, by which many prominent business men, including even sugar refiners, were victimized. One of the operators in that scheme was convicted and sentenced to nine and a half years' imprisonment. It is to be hoped that a like fate will meet the Rev. Jernegan and his accomplices.

Railway Matters.

Truro, N.S., has voted \$30,000 to the Midland Railway Co., on condition that the road enter Truro by way of Clifton instead of joining the C. P. R. at Brookfield.

The surveyors engaged in locating the Southeastern Railway have reached the War Road harbor in Minnesota, and expect to be at Rainy River within five weeks.

The contract for the superstructure which is required to permit the removal of the obstruction at the Sault Ste. Marie canal has been awarded to the Dominion Bridge Company.

Emile and Jean Stehelin, proprietors of the Weymouth and New France Railway, Digby county, have ordered another locomotive from the Robb Eng. Co., Amherst, N.S., for their pole railway.

Arthur White, assistant general freight agent of the G. T. R., has recently inspected the disused Madoc and Eldorado branch of the Grand Trunk, and states that the company will not reopen it to aid the development of iron mines unless they can obtain Government assistance. The line has been closed for years, and will require a good deal of reconstruction.

The C. P. R. is building at Calgary, N. W. T., the following buildings: An engine house to hold twelve locomotives, machine shop, car shop, blacksmith shop, stores building, coal peckets, ash pits and turntable. All the buildings will be of Calgary sandstone. The machine shop and car shop will be 200 feet by 66 feet, the blacksmith shop 60x66 feet, and stores building 24x30 feet.

The Grand Trunk Railway Company has recently added to its new equipment four baggage cars, 63 feet in length, and a large number of new refrigerator cars on the well-known Wicke's patents for refrigerator cars. The cars are about thirty-five feet long, and thirteen feet high, with a carrying capacity of 60,000 lbs. each. They are also equipped with automatic draw-bars, and Westinghouse air brakes, and designed to run at a high rate of speed. The Wells and French Car Company, of Chicago, have just commenced the delivery to the Grand Trunk Railway of 500 new thirty-ton box cars, of the standard Grand Trunk design and finish.

The Kootenay Railway & Navigation Company is being floated in England, and has been formed to consolidate and extend the railway and steamboat service in British Columbia controlled by J. J. Hill. This company will acquire the Kaslo & Slocan railway and the steamers of the International Navigation & Trading Company, which at present run between Kaslo and Nelson and connect with the Spokane Falls & Northern Railway. A new line is to be built 53 miles long from the southern end of Kootenay Lake to meet the Great Northern at Bonner's Ferry, and the Northern Pacific at Sandpoint, and in future, it is said, the line of steamers will run from Kaslo to the southern end of Kootenay lake instead of to Nelson.

There have been some doubts as to whether the deepening of the St. Lawrence canals to 14 feet can be completed by the opening of navigation next year. In the mind of the canal experts here those doubts have now been set at rest. Collingwood Schreiber, the chief engineer of canals, returned recently from an inspection of the works, in company with Walter Shanly, C. E. The latter has been very skeptical up to date as to the early completion of the work. However, both these gentlemen state that they are satisfied that, if the present rate of progress is maintained during all the available time in the

interim, the canals will be completed to a uniform depth of 14 feet by the opening of navigation next season. The only possibility of failure arises from the fact that the contractors may relax their energy.

The convention of railroad trackmen have elected the following officers: James Logan, Ottawa, president; J. Hogan, Ottawa, first vice-president; J. W. Trickey, Sudbury, second vice-president; H. F. McKinney, Hintonburg, recording secretary; J. Hogan, Ottawa, treasurer; W. Powell, Moncton, chaplain; A. Hawkins, Fletcher, guide; C. Noyes, Peterboro, sentinel.

The Grand Trunk Railway is said to have secured a contract for the transportation of a hundred thousand tons of steel plates from the Illinois Steel Company, Chicago. These plates are to be shipped to Belfast, Ireland, and are being brought to Midland, Ont., handed over to the Grand Trunk, and shipped to Montreal for export to Belfast.

Marine News.

H. McLennan, J. Crathern, G. Hyde, A. Kingman, H. E. Murray, Montreal, and A. Buntin, Toronto, have been incorporated as a steamship company doing business as the Beaver line; capital, \$250,000.

J. T. Harrison, H. M. Hart, G. Musgrave, C. W. Outhit, R. T. Fraine, T. Dixon, W. J. Butler, F. J. Phelan, L. Hart, W. N. Wickwire, J. A. Johnson, Halifax, N. S., have been incorporated as the Briardene Steamship Company, Ltd.; capital \$60,000.

The special committee appointed by the Toronto City Council to report on the best means of providing communication between the city and the Island other than the present ferry service has decided on a chain ferry at the Queen's Wharf to cost \$8,000.

At a meeting of the board of directors of the Richelieu & Ontario Navigation Co., held in Montreal, Sept. 7th, contracts for new boilers for several vessels of the fleet were awarded, and it was decided to build three additional steamers for next summer's business, two for the Montreal and Quebec route, to be built in Montreal, and a third boat for the western trade.

The last link between the Crow's Nest Pass Railway and Nelson, B. C., will be completed when the C. P. R. places upon the Kootenay lakes service a vessel specially adapted for the traffic. It will be of the enlarged tug type and very powerful. The length is 128 feet, 25 foot beam, and it is designed to draw 10½ feet of water. The engines are compound jet condensing, and the cylinders 18 and 32 inches, with a 22-inch stroke. The reason for the exceptional power is that the new craft is to haul the car barges which will ply between Kushonook on the completion of the C. N. P. R. to that point and river points with terminal connections.

M. R. Davis, Kingston, Ont., will superintend the building of a new boat for Capt. D. Noonan. It will be a twin screw steamer, costing about \$20,000, having thirty staterooms, and designed to carry about 300 passengers. It will be built at Westport, Ont., and is intended for service on the Rideau canal.

Midland, Ont., is doing a vastly improved business this season and is rapidly coming to the front as a lake port. The depth of water in the harbor admits vessels of deeper draught than can enter most lake ports, and early in the season the Superior City arrived at Midland from Chicago with a cargo of 266,550 bushels of corn. This enormous cargo was delivered in Montreal in 48 hours.

Work will soon be over for the season on the survey which is in progress for a canal line from Hungry Bay, on the St. Lawrence, to Lake Champlain. The United States Congress authorized a commission to report on the practicability of improved waterways between the Western States and the seaboard, which, after making a preliminary report, was authorized to go to the expense of surveys of every practicable route sufficiently full to base estimates of cost upon. This summer surveys have been in progress for a canal on the United States side between Lakes Erie and Ontario and between Lake Ontario and the Hudson river, and between Lake St. Francis and Lake Champlain.