

Mining Matters.

The St. Lawrence in front of the C.P.R. yards at Prescott is being dredged to a depth of 16 feet.

A Government engineer is to report on the relative merits of the Trenton and Port Hope outlets for the Trent Valley canal.

The Canadian Transportation and Storage Company seeks incorporation to operate vessels on the Great Lakes, and to construct elevators.

The Department of Marine and Fisheries is about to establish a depot at Morrisburg for the preparation and distribution of buoys.

The SS. Carrington Head went aground in Lake St. Peter, and on investigation it was found that the buoys had got out of place.

The steamer Midland King will soon be ready to launch at Collingwood, and the new boat for the M. & St. L. Navigation Co. is also approaching completion.

The steamer Cambria, which ran in connection with the C.P.R. on the Georgian Bay, on Lake Huron and on Lake Ontario, has passed into the hands of some Americans.

The floating elevator, St. Lawrence No. 1, belonging to the Montreal Grain Elevator Co., was sunk at Montreal by running into a stone pier opposite the Rubber Works.

The Canadian grain fleet on the Upper Lakes now numbers 61 ships, 20 of which have a carrying capacity of over 100,000 bushels each. The total capacity of the fleet is 4,704,000 bushels.

The steamer Jubilee has been launched on Lake Temiskaming, after being enlarged, and is now 87 feet long, 16 feet beam, with three decks and will run 12 miles an hour. She will ply between Temiskaming and New Liskeard.

Ten thousand tons of steam coal from Japan will be landed at Vancouver within thirty days for the use of the steamships operated by the Canadian Pacific Railway. The importation of this coal is rendered necessary by the strike of the Dunsmuir miners.

The first turbine steamer intended for the service across the English Channel was recently launched at Dumbarton. A feature is the accommodation and attention that will be given to women passengers, who will have practically the whole forward end of the steamer.

The schooner Acacia recently sank at the Main Ducks, Lake Ontario, in an odd manner. She had to take shelter, and dropped her anchor in shallow water, after which she ran upon the anchor and one of the flukes knocked a hole in her. She was raised and taken to Kingston dry dock.

The Warroad Navigation Co. has been incorporated under the laws of Minnesota, to build a steamer to ply between United States ports on the Lake of the Woods and Rainy River, and to run special excursions from Winnipeg in connection with the Canadian Northern Railway.

There have been thirty regular students in attendance at the Montreal School for Navigation, and application has been made to the Government to place a training vessel in the Gulf of St. Lawrence on which those who have taken theoretical instruction during the winter can obtain such practical experience as would be necessary to pass the Government examinations. Twenty-two of the pupils signed for instruction on the vessel when ready.

The following new vessels, among others, will be engaged in the Canadian carrying trade this season: Dominion line SS. Mayflower, 13,000 tons; R. & O. steamers, Virginia and Georgina, purchased in Philadelphia, three steamers for the Inland Lakes Transportation Co., built in Great Britain; Cape Breton SS. Co. iron steamer, Baines Hawkins, 900 tons, purchased in England, to do a coasting trade in the Maritime Provinces; three new vessels of 7,000 tons each for the Manchester line; double hull ferry boat being built by W. J. Mohr at Fitzroy Harbor for the Quyon ferry.

The Stratford Gas Co. will replace its present steam electric plant, by a new one.

A summer school of mining has been opened at Sydney. Rossland's ore shipments for 1903, up to April 16th, were over 100,000 tons.

Six carloads of feldspar were recently shipped from the mines at Verona to the United States.

Owing to the rise in the price of mica, the Sydenham district is showing considerable activity.

By an accident to the skip at the Belmont mine at Cordova, Ont., three miners fell 140 feet. One was killed and two fatally injured.

A complete new drilling outfit, valued at \$16,000, has been forwarded to the Kootenay oil fields in charge of an experienced driller from Pennsylvania.

A fine gas well has been struck at Winger, not far from St. Catharines, with a flow of 1,000,000 ft. a day. It will probably be piped to St. Catharines.

Harry Oldland, of Pittsburg, has the contract for a lot of new coke ovens at Morrissey. E. Wriglesworth and F. D'Alexander will each build 125 at Michel.

It is understood the Government will take over the School of Mines, at Kingston, and make it part of the educational system of the province. It will be affiliated with Queen's.

Floods in the Yukon have carried away large quantities of pay dirt, and destroyed valuable machinery, especially on Bonanza creek. Sluicing is in progress, and the output is placed at \$15,000,000, against \$12,000,000 last year.

The Londonderry, N.S., Iron and Mining Co. is rebuilding furnace A at Acadia Iron Mines, and will blow it in. It will have an annual capacity of 48,000 tons of foundry iron. Furnace B will not be blown in at present.

During April, the Fairview, B.C., mines shipped 450 oz. of gold bullion, and 36 tons of concentrates. The number of stamps now running is 34, and as soon as another bleaching tank can be added to the cyanide plant, 12 more will be put in. At present 100 tons per day is being crushed.

The Cape Breton Coal & Iron Company will shortly develop their coal areas at Cariboo, Marsh and Mira Road, a few miles from Sydney. This will be a very large industry. A large quantity of machinery has been ordered, and a line of railway will be constructed into Sydney, where the shipping piers will be.

Men identified with the Granby Consolidated Mining and Smelting Company have been buying coal lands in British Columbia, to secure an unfailing supply of fuel. The mining will be done by the International Coal and Coke Company. The coal field is seven miles long, and carries nine seams, four of which have an aggregate width of 60 feet.

The Lytton Mining & Manufacturing Co. are setting up on their eighteen claims, at Lytton, B.C., dredges and other machinery, with which they will work the property which contains rich deposits of oxide of iron. The ore is said to carry gold as high as \$16 to the ton, and running between 35 and 40 per cent. oxide of iron. The latter would be utilized in making paint.

Tables published in "Mineral Industry" show that the world's annual output of gold has increased 170 per cent. and that of this total the British Empire now produces 60 per cent., assuming the output of the Transvaal to be what it was at the outbreak of the war. It might be feared that gold as a standard of value would be depreciated by this increase, but the output of other metals, such as steel, copper, lead, nickel, etc., and the production and utilization of other materials, such as cement, wood, stone, brick, etc., has increased in equal ratio, so that it appears that man must still pay for his gold.

The Dominion Motor & Machine Co. has been absorbed by the Power Accessories, Limited, and has removed to 231 King St. East, Toronto, where it is installing a modern plant for automobiles, etc.