

### The Kootenay Railway.

As was foreshadowed in the July number of the REVIEW, Sir Alexander Campbell's visit to British Columbia has virtually settled the vexed question of disallowance. After receiving a deputation at Victoria, from the Board of Trade, who are in favour of the bill, and also a body of gentlemen who are opposed to the granting of the charter and land subsidy, the Minister of Justice dealt with the subject liberally and practically. He suggested that an amendment to the bill, making it obligatory on the company to use the C.P.R. line in the transportation of the products of the Kootenay mines, might be passed at the next session of the Local Legislature; also that they would not be allowed to go nearer than twenty miles of the boundary in the shipment of their ores. These suggestions had previously been made by him to the promoters, whom he had met in San Francisco, and as they had expressed themselves quite willing to submit to the proposed amendments, Sir Alexander thought the company might proceed with their expenditures with the certainty of the bill being allowed. As the construction of this railway will open up a section of country abounding in mineral wealth, but heretofore inaccessible, and will circulate a large amount of foreign capital in the province, the promoters should receive every assistance and encouragement that would in any manner precipitate the successful completion of their undertaking.

### A Miniature Locomotive.

The *Engineering and Mining Journal*, of New York, quotes from the *Railway World* that the smallest locomotive engine ever built in the United States for regular work was recently turned out by M. M. Buck & Co., of St. Louis, and shipped to the Edmee plantation, St. Charles Parish, La. This little engine was designed by and built under the supervision of Mr. Jay Noble, and is as perfect a piece of mechanism as one would wish to see. Its diminutiveness may be understood from the following facts respecting it: twenty-one and one half inch gauge, diameter of cylinder, 6 1/4 inches, stroke, 10 inches, four wheels, diameter of driving wheels, 24 inches; height of engine to top of boiler, 4 feet 7 inches; weight, without water, 5,250 pounds. The engine has link motion, and is made of the best materials throughout. The boiler is of 1/4 inch iron, and is 30 inches in diameter in the barrel. It is provided with an Orm patent pop-valve, has a steel fire-box and is fed by two inspirators. The tank is made of No. 10 iron, has four wheels of a diameter of 16 inches, a capacity of 380 gallons, and weighs, without water, 1,100 pounds. In experimenting with the engine before it was shipped, it was found to act very obediently

under the hand of the engineer. A locomotive such as the one described should be well adapted for tramways at mines where ore is carried any distance to point of shipment. Miners desirous of obtaining particulars as to price and capacity can do so by applying to the publishers of the CANADIAN MINING REVIEW.

### GEOLOGICAL MUSEUM OF CANADA

During the past three months the field geologists attached to the Geological Survey, one of the most important branches of the Government service, have been steadily engaged in exploring and examining the mineral sections of the Dominion and in noting the progress made in the mining districts where active operations are being proceeded with. A large and most interesting variety of specimens have been forwarded by them to the museum at Ottawa, and will shortly be exhibited for public inspection. In addition to the specimens of economic minerals, there are many that have no commercial value, but are wonderfully interesting to the student of geology, some of which are very beautiful and valuable as curiosities. The museum continues to attract a large number of visitors and, as the official book shows, there have been no less than 3,158 names registered from June 1st, up to August 21th inclusive, being an important increase on the number registered during the same period of last year.

### ADMINISTRATION OF MINING ENTERPRISES.

One of the chief causes of financial mishap to so much of the money invested in mining enterprises in this country, is in the manner that the business side of the adventure is carried on.

Men associating themselves together to employ their money in the enterprise of manufacturing hats or shoes, cotton or woollen fabrics, or even to build or operate a line of railway, are sure to be at much pains to place the immediate supervision of the industrial conduct of their business in the hands of men practically acquainted with all the details, say, of making hats or shoes, or, in case it were a railway to be laid out or built, the work of planning and overseeing would be entrusted to practical and experienced engineers, men thoroughly acquainted with such undertakings. It is hardly in this rational manner that mining in Canada has been conducted by associated capital, and, as a consequence, many wrecks have resulted in an industry which intrinsically affords a most fertile field for investments if properly cultivated by men having a practical knowledge of their business.

A board of directors composed of merchants or bankers, aided by a

clever solicitor, cannot safely or intelligently dictate from their city offices the underground workings of a silver, gold or copper mine, or how such a property should be exploited. Capitalists should engage in mining in the same intelligent, practical and business-like way that they do in railway construction or manufacturing, and they would learn that there are few enterprises more likely to yield good returns on the money invested. The pith of the foregoing is taken from an article which has appeared in the *N.Y. Mining Record*, addressed to capitalists in the United States who invest their means in mining ventures and give no attention to the manner in which their money is employed. If nature has, in some instances, so provided that failure is impossible, all is well, but, on the other hand, should success not crown their efforts to make the mine profitable, the shareholders and directors condemn the property and attribute their failure to a deficiency in the quantity or quality of its ore. From end to end of the Dominion there are monuments to wasted capital in abandoned mines where, if proper management had been observed and skilled and competent labour employed, together with scientific knowledge and suitable machinery, there is abundant mineral wealth to pay large profits on the capital necessary to their proper development. Hardly a day passes but some such property, that has long since been abandoned, falls into the hands of English or American companies, and in many instances, under careful and practical management, they are found to yield profitably. The majority of Canadian people are too conservative to invest in mining enterprises, many have not the means, and those who have, if they are not disposed to risk sufficient to thoroughly organize and equip their mines, with a view to carrying on operations to the best advantage, will do well not to engage in such undertakings.

### MORE OF CONNECTICUT'S TRACK MARKED SLABS.

Some remarkable specimens of the tracks of fossil beasts and birds have been discovered recently in the Portland, Conn., quarries. The tracks were taken from a stratum about six or seven inches thick, lying at a depth of about eighty feet from the top of the quarry. One track measures fifteen inches by eleven, and is larger than the track of any living elephant, shows the impression of the toes very distinctly and unmistakably, and also the reverse representation of the impressions of the inner muscular projections of the bottom of the huge foot. Of tracks there are three on a single slab five to six feet long and perhaps a yard or more wide and seven inches thick. There is no mistaking these tracks. They

are evidently the tracks of some huge beast—and one of the elephant kind, too—and not any mere accidental formation by other cause. On one slab near the creature's tracks is a stony heap of his ordure, known in geology as coprolites.

One slab bears the unmistakable tracks of some three-toed bird, seemingly of the ostrich family. These tracks are remarkable for being almost perfectly in a straight line, as if the creature had but one leg; no Indian could step straighter. The stride is about a foot and a half. However it may be with some other supposed "fossil bird track" in the Connecticut valley sandstones, these certainly are no tracks of the labyrinthodon or any other ancient frog; they are bird tracks.

One slab bears the impression of the longitudinal half of a tree trunk, seemingly, according to most observers, a hickory tree—for its shaggy bark and its very texture are wonderfully preserved. The slab was ten feet long, and bore the cast of the tree all the way, but this specimen is but three feet long—the part of it having been cut off at the quarry.—*Granite Cutter's Journal*.

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