

The Canadian Oiled Clothing Company, Toronto, has recently found it necessary to increase its factory premises, and has removed from Port Hope, Ont., to Toronto. An order has been given to the Canadian General Electric Company for the installation of a 100 light incandescent lighting dynamo.

The Hamilton Blast Furnace Company, Hamilton, Ont., has given a contract to the Canadian General Electric Company for the installation of a 150 light incandescent dynamo with switchboard and the necessary instruments, and is also having the factory wired up for the use of incandescent lights and long burning direct-current arc lamps.

An evidence of the improvement in business conditions attending the manufacturing and other interests throughout Canada is markedly indicated by the large number of isolated electric lighting plants being installed this season and the many increases in the generating capacity for both lighting and power work, which are being made in central station plants.

D. A. Gordon, Wallaceburg, Ont., who has secured a franchise for the installation of an incandescent electric lighting plant in the town of Tweed, Ont., has recently given an order to the Canadian General Electric Company for one of their 500 light single phase alternators. The order also includes the necessary material for the erection of a complete lighting plant.

Jay P. Graves, manager of the Big Three Gold Mine Company, Rossland, B. C., has just placed an order with the Canadian General Electric Company for a 75 k.w. synchronous motor. This motor is to be used in the development of the mine at Rossland, and the current for its operation will be derived from the power circuits of the West Kootenay Power & Light Company.

Judge Tellier has recently rendered judgment in the case of Mrs. Dominica Delvero against the Montreal Park and Island Railway Company. The plaintiff, who resides in Italy, claimed, in her name, and in the name of her five children, \$5,000 damages on account of the death of her husband, who was killed while working in the service of the defendant company. Delvero was employed with a gang of other men in the construction of one of the company's lines. A platform car was used to carry rails from one point to another, and the men were in the habit, although against the rules, of getting on this car and allowing it to slide down the grade, when going for rails. On the day when the accident occurred, a big branch had been cut down from a tree, and was lying across the track, and as the men coming down on the platform car could not prevent a collision, having no brake, they jumped off. In doing so, Delvero sustained injuries from which he died two days after. His widow then took out the present action. In rendering judgment, the Court held that it had not been proved that the deceased had been made aware of the rule forbidding the men to get on the platform car. Moreover, this order seemed to be pretty much a dead letter, and the use of the car for the convenience of the men themselves seemed to have been tolerated. Under these circumstances the company must be held responsible for the accident. In the absence of sufficient proof, the Court assessed the damage at \$1,000 and rendered judgment in favor of the plaintiff for that amount.

## Mining Matters.

The Canadian Gold Fields Co., Deloro, Ont., has ordered a 50-h.p. tandem compound engine from the Robb Engineering Co., Amherst, N. S.

Notwithstanding the closing down of the mines on Labor Day the ore shipments from Rossland, B. C., for the week were very heavy—Le Roi, 2,277 tons, War Eagle, 1,233; Iron Mask, 66.

H. H. Eames' process for treating arsenical ores was tested at Actinolite, Ont. The experiment is said to have proved a success and the results are so satisfactory that operations will be immediately commenced on an extensive scale.

A. E. Carpenter, Hamilton, and Jno. Patterson, are developing a mine of magnetic iron ore on the Kingston and Pembroke. W. G. Walton, Hamilton, Ont., has also discovered a vein of magnetic ore. Both have been tested and favorably reported on by the experts of the Hamilton, Ont., Blast Furnace Co.

Rich finds of gold are reported from the Hootalinqua River, Yukon Territory.

There is considerable excitement in British Columbia over a find of placer gravel on Rover Creek near Slocan Junction. Gravel is said to have been found giving 75 cents to the pan, and during the first day or two after the discovery no less than eleven claims were located.

Andrew Bell, C. E., Almonte, Ont., has prospectors at work in the iron mining regions of Darling, Lanark county, Ont., and is preparing a map, showing the sections which are of value, with the ultimate object of shipping the ore to the new smelting works at Deseronto, Ont.

The recent discoveries of hematite in the Madoc district, Hastings county, Ontario, have led to a proposal to re-open the G. T. R. branch line from Madoc to the C. O. R., which has been disused since the Wallbridge mine, in the neighborhood of the recently discovered mines, became exhausted.

Zinc is advancing from \$30 to \$33 per ton, coming within \$1 of the highest price on record, which was reached a month ago. The present advance is attributed to the increasing demands for zinc ore. New mines are being opened all over the districts and many old abandoned mines are again being worked.

The Bruce Mines, Ont., the great copper property out of which \$1,000,000 worth of metal was formerly taken, has been purchased and paid for by a syndicate formed by Lord Douglas of Hawick. The work has been pronounced by experts to be sufficient to demonstrate the fact that very large and rich copper veins run from Bruce Mines in a northwesterly direction towards Lake Desbarats.

At a meeting of the Board of the Iron Miners' Association of Ontario, held recently, R. C. Clute, Q. C., was elected president in the place of Hon. Senator McLaren, who could no longer continue to perform the duties of the office. Mr. Clute is interested in one of the few Ontario mines that have done an export trade, but it is closed at present on account of lack of transportation facilities. The secretary of the association reports that almost daily enquiries are being received from Great Britain as to the prospects of iron mining here and our ability to supply the British market. He also reports that mining properties are in more active demand and several fine properties have recently been acquired by members of the association.

The new Atlin gold fields in British Columbia are said to be more extensive than those of the Klondyke. No creeks as rich as El Dorado have been found, but on six or seven creeks claims are paying \$20 per day per man, above expenses. The results are being obtained above bedrock, which has been reached only in few instances. Since July mining has been in progress on Pine and Spruce creeks, emptying into Lake Atlin. Within the last few weeks rich discoveries have been made on Boulder or Musket Wright, Birch, Moose and Surething creeks, and on large glacial moraines. Near Pine Creek wonderfully rich bench claims are being opened on moraines, which are the piles of gravel and sand brought down by the glaciers from the higher ground.

Though it might be very unwise to place too implicit reliance upon the reported extent and value of the recent gold find in Queen Charlotte Islands, of British Columbia, yet it is well to recall the fact that the first authenticated discovery of gold within the limit of what is now the Province of British Columbia occurred at Mitchell's, or Gold Harbor, on the west coast of these islands, in 1857. According to Dr. Dawson, at least \$20,000 worth of gold was obtained at this point, but the amount has been estimated as high as \$75,000. The same authority states that no paying gold placers have been discovered on the islands, but the precious metal has been found not merely in the nugget form, but existing in numerous quartz veins of small extent in various localities. It is also present in fine scales in deposits of magnetic iron ore, in the neighborhood of Cape Fife. As a matter of fact, the mineral producing possibilities of these islands cannot be regarded as satisfactorily ascertained.

A tunnel 3,000 feet long is to be driven on the Columbia & Western railway, now a part of the Canadian Pacific system, about three miles from Brooklyn, B. C., and at an altitude of about 2,000 feet above the Columbia river. Its dimensions are 3,000 feet long, 21 feet high and 16 feet in width, and it will require the excavation of about 28,000 cubic yards or 85,000 tons of syenite, which is the prevailing rock of the mountain. It