

## Marine News.

Smith Bros., Quoddy, N.S., are building a steam boat 68 feet long for Wm. Butler, Yarmouth, N.S., to be completed November 1st.

Sheet piling is to be driven on both sides of the Burlington Beach canal, Hamilton, Ont., to such a depth that it may be dredged to a depth of 20 feet.

Isaac Radford, Buffalo, is arranging with J. Gaskin, Kingston, Ont., for boats from the latter for transferring a large quantity of iron ore from Three Rivers, Que., to Buffalo.

The Quebec, Hamilton & Fort William Navigation Co., which was incorporated a short time ago, has sent A. B. McKay to Great Britain to buy two 3,000-ton steel freight steamers for the lake trade.

The Richelieu & Ontario Navigation Co. will make a very interesting exhibit at the coming Paris Exhibition. Photographs of the fleet and the various hotels of the company, together with views of the scenery of the route will form part of the exhibit.

The record from Liverpool to Quebec was made by the "Canada" of the Dominion Line, which sailed from Liverpool 5 p.m., Thursday, October 29th, 1896, arrived Quebec 11.20 a.m., Thursday, November 5th. This still remains by almost 20 hours the fastest trip of any steamer to St. Lawrence ports.

The steamer "Delta," employed in carrying coal between Louisburg, C.B., and St. John's, Nfld., was reported wrecked at St. Mary's Bay, Nfld., Sept. 14th. She formerly belonged to the Cunard Steamship Company, and was 550 tons register. She was the second steamer to cross the Atlantic between England and Halifax.

The returns of the traffic through the Sault Ste. Marie canal from the opening of navigation on April 26th until Sept. 24th, show a considerable falling off. For the present year the number of vessels which have passed through the locks is 2,725, with a tonnage of 2,092,701, and a freight tonnage of 2,114,984. For the corresponding period of last year the number of vessels was 3,048, tonnage 2,211,899, and a freight tonnage of 2,463,058.

A new tug, "Robert Mackay," has been built for the Harbor Commissioners, of Montreal, by Carrier, Laine & Co., Point Levis, Que. The new vessel is a powerful looking craft, and has a speed of over eleven miles an hour. Her dimensions are as follows: Length between perpendiculars, 71 feet; length over all, 81 feet 9 inches; breadth, moulded, 17 feet 6 inches; depth, moulded, amidships, 11 feet 5 inches; draught forward 8 feet, draft aft 9 feet 6 inches. The tug is built of steel. The cost was about \$8,000.

"Success has attended every service this season," said C. S. Gildersleeve, manager of the Richelieu & Ontario Navigation Company, in a recent interview published in a contemporary. "and the earnings are over \$100,000 net, in excess of those of last year." He stated further that so encouraged was the company that other new steamers would be added to the western service, and to that between Quebec and Montreal. At present the boat-builders were congested, and it would take a year to get one new boat ready. During the coming winter the steamer 'Longueuil' would be rebuilt, and the ferry service perfected as far as possible. The new steamer 'Toronto' had helped to swell the earnings, and only proved that the public appreciated first-class accommodation. The hotel department of the company promised to expand, as it, too, had proved highly successful. The new hotel at Murray Bay was 'under way,' and would, he expected, be ready by June 15, 1900."

Objection has been made by United States vesselmen to paying fees for the inspection of United States vessels running to Canadian ports, though the Canadian officials have been carrying out the law of Canada, whereby Canadian vessels were charged inspection fees. American vessels were treated in exactly the same way. For the past ten or more years the American Government has been in the habit of inspecting Canadian vessels running to American ports. The Canadian Government has repeatedly requested the American Government to accept the Canadian inspection in American waters in lieu of the United States inspection being accepted in Canadian waters, but

this reciprocity had not met with favor. The margin of safety under the Canadian law is said to be much greater than that under the United States law. In the first place the steam boilers of Canadian vessels are not allowed to use within 25 per cent. so high a steam pressure as is permitted under the American inspection.

## Mining Matters.

Geo. McIlraith's iron pyrites mine in Darling township, Lanark county, Ont., is now being worked.

Work at the Ostram nickel mine on the Calumet Island, Que., has been resumed by the English-Canadian Mining Co.

Gold has been found on the farm of Robert Grier, 4th line, Ramsay, Lanark county, Ont. An assay is said to show gold amounting to \$8 per ton.

The mica mine discovered on the property of Robert Schneider, 7th concession, Sydenham township, Frontenac county, Ont., has been bought by G. Moriel, Kingston, Ont., who will work it.

The richest mica mine so far discovered in the Gatineau district, that of Father Guay at Gracefield, Que., has been sold to W. H. Sills, Chicago. A complete equipment of the newest machinery will be installed.

The Sailor mine, Camp McKinney, B.C., is sinking a vertical shaft by contract for 100 feet, and when that depth is reached a hoisting plant, which was recently ordered in this city from the Jenckes Machine Company, will be installed.

The first discovery of coal in the Boundary district of British Columbia, it is claimed, has been made by Robert Clark. The seam is said to average 25 feet in width, and is on the north fork of Kettle river. Jay P. Graves has bought a half interest, and will develop the property at once.

On the Minnehaha mine, Camp McKinney, B.C., a five-drill Ingersoll Sergeant compressor and an 80-h.p. boiler have just been installed. The plant is to be used to extract ore in sufficient quantities to run a 10-stamp mill which the company has ordered. There is considerable high grade ore in sight in the mine.

The Dunnville, Ont., Natural Gas Co. has been incorporated with a capital of \$20,000. The provisional directors of the company to be J. Taylor, F. J. Ramsey, W. W. Krick, J. Norris, W. Shirton, W. D. Swayze, J. Parry, C. Shirton, T. Rice, L. Massecar, W. Bullock, J. E. Griffin and R. Bradford, of Dunnville, Ont.

J. Johnston, manager of the Crow's Nest Coal Co., Fernie, B.C., stated recently that 500 men were now engaged in the company's mines, that the mines were lighted by electricity, and the coal was hauled to the pit's head by electric motors. The company can produce 1,000 tons of coal every 24 hours, and when the coke ovens now being constructed are completed it will supply 300 tons per day.

Telephone connections have been made from Mine Centre, Ont., to all the mines of the Bad Vermilion Lake group, including the Golden Star, Decca, Manhattan, Olive, Lucky Coon, Aria, Alice A., and many others. The Manhattan Gold Mining Company is installing a compressor plant, and fifteen additional stamps are being installed at the Olive mine.

The Iron Mask Gold Mining Co., Rossland, B.C., is enlarging its electric hoist and air compressor, and has placed an order with the Royal Electric Co. for a 120 k.w. S.K.C. synchronous motor. The first order received by the above company from the Iron Mask was for a 75 k.w. S.K.C. motor. This was found not large enough for the requirements.

W. R. Arnold, of the Valley Worsted Mills, Providence, R.I., and David Sherwood, Rhode Island, were recently in St. John, N.B. They are interested in the Intercolonial Copper Mining Co., whose property is situated near Dorchester, N.B. The mine has been idle for 15 years, but the company intends to resume operations next summer. About \$125,000 will, it is said, be invested in new machinery and buildings.