

ounces; copper, 5,201,073 pounds. The value of this at New York market prices was about \$1,700,000.

The report of the Crow's Nest Pass Coal Company for the year 1904, submitted to the annual meeting of the shareholders, showed net profits of \$406,049, as compared with \$310,492 in 1903, an increase of \$95,557. The company mined 81,000 more tons of coal and exported 78,000 more tons of coke in 1904 than in 1903.

The owners of the Princess Royal gold mine, situated on the island of that name, 450 miles north of Vancouver, B.C., have decided to install electric or compressed air drills and other mining equipment this spring. The power will be derived from a water fall, capable of developing 2,000 horse-power, about six miles distant from the mines.

Orders have definitely been placed for the two new furnaces at the Granby smelter. Each of these furnaces will have seventy square feet, as against fifty feet in those now in use, and when completed will give the smelter a daily capacity of 2,700 tons of ore. This addition will also be made, owing to an ingenious arrangement of Supt. Hodges, without enlarging the furnace building itself.

It is reported that while working their claim, situated on No. 7, Big Skookum Gulch, Yukon Territory, Robert Evans and Pete Domisky unearthed a lump of platinum weighing 35 pounds. This rare mineral is seldom found in such a large quantity, and this 35 pounds constitutes a large percentage of the annual product of Canada or the United States. It is estimated that if the platinum proves to be nearly pure it will bring its owners about \$15,000.

"The gold output of the Yukon during the current year ending June 30th will total ten million dollars," asserted ex-Governor Congdon, of the Yukon. "In a few years," he continued, "the output will be larger. It is only a question of getting in machinery for the purpose of decreasing the cost of mining. That is now being introduced, and it will soon make itself apparent. There is no doubt that the country continues to be as rich as ever in its gold-bearing properties."

There has been considerable renewal of activity in mining operations in central Ontario recently, and many of the companies have made large increases in their plants. The Kingston Felspar Mining Co., at Bedford, purchased from Allis-Chalmers-Bullock, Limited, Montreal, a hoisting plant, including a 30 h.p. double cylinder Lidgerwood engine; James Richardson & Sons, zine miners, Mountain Grove, purchased an Ingersoll-Sergeant air-compressing plant, and the Madoc Mining Co., at Tweed, purchased a complete mining plant, consisting of a horizontal return tubular boiler, Ingersoll-Sergeant air-compressor, Lidgerwood hoisting engine, etc., both from Allis-Chalmers-Bullock, Limited, Montreal.



## RAILWAY NOTES.

Guelph will ask the Legislature for powers to extend its electric railway line from Guelph to Puslinch Lake and Berlin.

The Toronto Railway Company has decided to equip every car on its system with air brakes at a cost of approximately \$150,000.

Close upon one hundred men have been laid off by the C.P.R. at their Angus and Hochelaga shops owing to the falling off in repair work.

H. J. McDonald, New Glasgow, N.S., has been awarded the contract to double track the Intercolonial Railway from New Glasgow to Stellarton, N.S.

The Grand Trunk Railway will not, as was reported, remove the Canada Atlantic Railway shops from Ottawa when that railway is taken over by the G.T.R.

During the coming season the C.P.R. will spend on improvements on the Atlantic division, from St. John to Megantic, and branch lines, not less than \$275,000.

Survey parties for the G.T.P. have found nine new passes through the Rocky Mountains, all of which afford good gradients for a railway, and some of them are capable of carrying a double track.

The White Pass and Yukon Railway has placed orders for steel for three additional bridges, and will replace all their wooden bridges with steel as quickly as practicable.

It is now confidently expected that 1905 will witness the completion of the Kootenay Central Railway from Jaffray on the Crow's Nest line to the Windermere mining district.

The Grand Trunk Railway Company has placed an order for six electric locomotives with the Westinghouse Company for handling trains through the tunnel at Port Huron, Mich.

The new power house of the Berlin and Waterloo Street Railway is now running. The new 250-h.p. engine purchased from John Inglis & Sons, Toronto, is giving excellent satisfaction.

Work on the Guelph and Goderich Railway is now in abeyance until spring. This work, it is expected, will be completed early in the summer, when traffic between the two points will commence.

The Facer Car Wheel Company, of Perth, has applied to the Government for an extension of its charter for one year. The ground for the request is that the company has not yet been enabled to manufacture the patented articles in the Dominion.

Ross & McRae have just been awarded the contract for the last piece of double tracking of the Grand Trunk Railway between Montreal and Chicago. The contract extends from London to Kingscourt, some forty miles, and is to be graded by August.

The Canada Atlantic Railway Company has petitioned to be allowed to increase its bonding powers, and to issue bonds, debentures, or other securities to the extent of \$16,000,000, and to secure such bonds or debentures upon the property of the company.

Joseph Critelli & Sons, Niagara Falls South, Ont., have established a business for supplying railway contractors, mine operators or quarrymen with laborers, either skilled or unskilled. They have a branch at Thorold, Ont., and at Sault Ste. Marie, Mich.

The G.T.R. is buying land at Battle Creek, Mich., with a view to establishing largely increased terminal facilities and freight yards. The company has already obtained a site for a \$100,000 station, and land has been secured for big workshops, which will cost \$1,500,000.

Survey parties have been sent out by the C.P.R. to select the route of two one hundred mile branches from the Calgary and Edmonton branch. The new lines will be extensions of the twenty-five mile branches already begun from Lacombe and Wetaskiwin last season.

The contract for supplying 150 tons of electrical equipment in connection with the operation of the railway line to Lulu Island by the British Columbia Electric Railway Company has been awarded to the Canadian General Electric Company. The contract price is about \$80,000.

President Hays is credited with the statement that the grades on the Grand Trunk Pacific will be much easier than at first calculated, not exceeding one and one-half per cent. in the mountain section, about half of one per cent. west of the mountains, and about twenty feet to the mile east of the mountains.

By the close of the present year, the electric railway from Toronto to Oakville, 21½ miles, and that from Toronto to Whitby, 26 miles will be completed. The Metropolitan line will also be extended this year from Newmarket to Jackson's Point, thus giving a line 50 miles from Toronto to the shore of Lake Simcoe.

The Michigan Central, with the co-operation of the Grand Trunk, the Pere Marquette, and the Wabash, will build a tunnel under the Detroit river from Detroit to Windsor. The Pere Marquette had made arrangements to spend about two million dollars in ferries and docks, but will abandon this plan in favor of the tunnel.

The Kingston Street Railway has passed into the hands of the bondholders, who hold a mortgage amounting to about \$200,000. The bondholders appointed a trustee in the person of Dr. R. V. Rogers, K.C., who will assume control for the present until matters are wound up. The road has not been paying, hence the interest could not be met. It is understood that there are also