

MINING MATTERS.

Iron ore in abundance has been discovered at Riding Mountain, Man.

The Montreal and Boston Consolidated Company has closed down its mines in the Boundary district, B.C. The exact cause of this action is not known.

A rich deposit of iron ore, according to a report at the Parliament Buildings, has been discovered on the English River, north of Kenora, and near the boundary line between Ontario and Keewatin.

The convention of the American Institute of Mining Engineers is being held in Victoria B.C., on the 3rd, 4th and 5th inst. At the close, the party will leave by steamer for Skagway and about ten days will be spent in Alaska and the Yukon.

The Tip-Top copper mine and machinery, on Round Lake, Ont., has been sold to Colonel Ray for \$23,000. There is on the property a complete set of camp buildings, machinery and ore dump, which with ore actually in sight is valued at \$400,000.

The Western Fuel Company, of Nanaimo, has closed the principal mine there, No. 1, which has been operating continuously nearly thirty years. One thousand men are out of employment and a town of 5,000 deprived of almost its sole source of income, as the result of the refusal of the men to accept the company's terms.

The Acadia Coal Company has struck coal in their No. 2 Allan shaft, near Stellarton, N.S. From the small portion of the seam uncovered, the coal appears to be even superior in quality to that mined from the same seam in the operations of the Foord pit, which was considered unequalled in Canada. This will enable the Acadia Coal Company to quadruple their present production, since the mine will have a capacity of 240 tons per hour.

PERSONAL.

J. A. Macdonald, Hermanville, P.E.I., and party, are making preparations to start on a surveying trip for the Transcontinental Railway, through the forest north of Lake Nipissing.

George D. Hunt, formerly with the Fensom Elevator Co., has opened an office at 114 Yonge St., Toronto, as Canadian representative for John Bennie, Star Elevator Works, Glasgow.

W. H. Wiggs, proprietor of the Mechanics Supply Co., Quebec, was made the recipient of a handsome presentation from his employees on the eve of his departure for England with the Manufacturers' Association excursion last month.

Charles Chaplin, M.Sc., Demonstrator in Civil Engineering at McGill University, has now assumed the position of Mechanical Engineer of the Dominion Arsenal, at Quebec, to which he was appointed some time ago.

Mr. C. J. Fensom, B.A.Sc., who for some years has been connected with the Fensom Elevator Works, has opened an office, as consulting engineer, in the Aberdeen Chambers, corner of Adelaide and Victoria streets, Toronto.

Capt. C. P. Marshall, of the Canadian Pacific Railway steamer Empress of India, has retired after fourteen years' service. He has been appointed one of the Elder Brethren of Trinity House, the corporation which looks after the light-houses of the coast of Great Britain.

Clarence Morgan, of Burlington, Vermont, has been appointed professor of the new transportation department in connection with the faculty of applied science at McGill University. Mr. Morgan has been in the service of the New York Central Railway and has been treasurer of the Rutland Railway. He is a graduate of Harvard University. He will take up his duties at McGill in September next.

B. F. Reesor, general manager of the Light, Heat and Power Co., of Lindsay, Ont., has resigned in order to take charge of the Georgian Bay Power Co., recently organized to develop power for transmission to Owen Sound and vicinity. It will take a year or more for the construction of these works, which

will yield about 3,000-h.p. Mr. Reesor's son, W. E. Reesor, succeeds to the management of the Lindsay company.

E. C. Reeder mining engineer, who has just been appointed representative of Allis-Chalmers-Bullock, Limited, at Nelson, B.C., is a native of Michigan, and received his education in the Public Schools of that State. He graduated later from Michigan College of Mines as mining engineer, and supplemented his college work with courses at the Massachusetts Institute of Technology. He had several years' practical experience in Montana after graduating, where he worked as a miner and smelter man in the mines and smelters at Butte. Later he went to Utah, where he held responsible positions as foreman and engineer for several of the large mining and smelting companies of that city.

A number of changes of importance are announced in connection with the operation of Mackenzie-Mann interests in Canada and elsewhere. Ewan Mackenzie, superintendent of construction of the Toronto Railway, has resigned to become a railway contractor: His first work of importance will be the construction of the Metropolitan line from Newmarket to Jackson's Point, on Lake Simcoe, north of Toronto. Alex. Smith, brother of J. M. Smith, comptroller, who has been twenty-one years in the street railway service, also has resigned. He was electrical superintendent, and is succeeded by J. Donnelly, of Cincinnati. W. H. Moore, secretary of the Canadian Northern Railway, and manager of the York Radial Railway, has resigned from the latter. James H. Wallace, inspector of the Toronto Railway, has an appointment under E. H. Keating, resident manager in Monterey, Mexico, of Messrs. Mackenzie & Mann.

LIGHT, HEAT, POWER, ETC.

The Southwestern Traction Company, London, has decided to enlarge its power house.

The Selkirk Electric Light and Power Company has been organized and incorporated with a capital stock of \$50,000. Winnipeg and Selkirk parties are interested, and the object is to furnish electric light and power to consumers of Selkirk.

The Chatham, Wallaceburg and Lake Erie Railway Company is building a new line of electric railway from Chatham to Wallaceburg, Ont., a distance of about twenty miles, through a rich farming and fruit-raising country. An order for four double equipments and one quadruple equipment of No. 101 railway motors has been placed with the Canadian Westinghouse Company, Limited.

The negotiations which have been pending for some time between the Cornwall Street Railway Co. and the Stormont Electric Light and Gas Co., have been brought to a close by the former taking over the business of the latter. Extensive changes will be made at once under the direction of W. Hodge, superintendent, which will reduce expenses and ensure better service.

The Windsor and Tecumseh Electric Railway is to be equipped with 300-K.W. 3,300 volt Westinghouse single-phase engine type generators, direct coupled to Robb-Armstrong engines, and its car equipments are to consist of two 50-h.p. Westinghouse single-phase motors each. As this is the first single-phase road in Canada, its development will be watched with considerable interest. One of the advantages of this equipment for short interurban roads is the elimination of feeders, sub-stations and raising transformers. The generator voltage is fed directly to the car through the trolley wire, and step-down transformers are carried by each car.

To take care of its rapidly increasing business, the Hamilton Cataract Power, Light and Traction Company is making extensive additions to its power plant at De Cew Falls. Orders specifying prompt delivery have been placed with the Canadian Westinghouse Company, Limited, for the following apparatus: Two 6,400-K.W., three-phase, 2,400 volt, 8,000 alternation, 287-R.P.M.; two bearing generators with motor-driven exciters and switchboard apparatus; four 3,200-K.W. oil insulated water cooled raising transformers.

In the surveys for the improvement of the Tennessee river, the United States Government engineers have shown that a