



Construction of Aerial Tramway to the Montana Mine from Conrad City, Y.T. Sept. 1st., 1905.

Mr. W. Feet Robertson, provincial metallurgist of British Columbia, who is conservative in his opinions, says the Montana vein is the best he has seen since taking office seven years ago.

The accompanying views of the Windy Arm district will be of interest.



Bird eye View of Conrad City on Windy Arm, Y.T. Sept. 1st., 1905.

CORUNDUM IN QUEBEC.

The large bodies of corundum known to exist in the province of Ontario, have a prospective importance of much significance to the northern part of Quebec. Corundum in Ontario occurs in the nepheline syenite rocks of the Laurentian formation. It has been found in a belt of these rocks running through eastern Ontario for a distance of some seventy miles to the boundary line between the provinces of Ontario and Quebec, where the work of the government geologists ended. Mr. W. G. Miller, who examined the district with great detail for the Ontario Bureau of Mines, was necessarily limited in the field of his work to that province, and Dr. Adams and Dr. Barlow, who made an elaborate investigation of the geological resources of the Hastings district for the Geological Survey, were confined to their particular map-sheets. The search for corundum, therefore, ended at the inter-provincial line, not

because the deposits of that mineral, nor the peculiar rocks which contain them, were supposed to have all been found, but because the authority of the geologists making the examinations allowed them to go no farther.

On the other hand, the geological indications that the corundum belt extends into Quebec could hardly be stronger than they are without reaching actual proof. The great Laurentian formation, which forms the larger portion of the northern part of both provinces, is continuous from the county of Renfrew, in the corundum belt of Ontario, through the adjacent county of Pontiac, in Quebec.

Furthermore, Mr. Miller, in an article in the *American Geologist*, (Minneapolis, January 1901) announced that he had observed nepheline syenite, the characteristic corundum-bearing rock, at several places on the Quebec side of the boundary line, from Hull to Kippewa. There is, therefore, apparently, every reason to conclude that when corundum has been as carefully sought for in Quebec as in Ontario, the results may be equally successful.

It may also be noted in this connection that Dr. F. D. Adams has indicated in a recent paper in the *Journal of Geology* the probability of finding a large area of nepheline syenite somewhere on the north side of Lake Superior.

RAILWAYS AND MINING.

In a thoughtful and interesting speech before the Mining Institute, at the recent annual banquet in Quebec, Dr. James Douglas strongly emphasized the importance of the railway development of the country by railways, and especially of their necessity to the mining industry. (In effect, Dr. Douglas said, that the railway must precede the substantial establishment of a mining industry.) This he illustrated by detailed accounts from his own experience in Southwestern United States. In this connection it is interesting to note how several Canadian Mining districts have opened up as a direct result of the incoming of the railway. The development of the nickel deposits of Sudbury resulted from the building of the Canadian Pacific Railway; the Coal mines of the Crow's Nest Pass, from the incoming of that branch of the same road; the discovery of the remarkable deposits of silver, nickel and cobalt, at Cobalt, from the construction of the Temiskaming and Northern Railway, as has been commented on by Prof. Miller in a recent report; also the asbestos deposits of Thetford, in like manner, owe much of their development to the Quebec Central Railroad. Many other cases of similar import might also be mentioned. These, however, are sufficient to suggest, if suggestion is necessary, the great possibilities to be connected with the construction of the new Trans-continental Railway through Northern Ontario, Quebec and New Brunswick, and of the Grand Trunk Pacific through Northern British Columbia. This line, most of it through a new country, together with the many smaller lines, which will doubtless soon appear as feeders to it, must undoubtedly open a new era of development for the provinces whose natural resources are chiefly in their mineral wealth, as well as for the wheat fields of the prairie. Incidentally, too, it is for the Government to make known the possible resources of these districts through which the railway passes, as accurately and as promptly as possible.