

MINING MATTERS.

A discovery of gold is reported from Shelburne, Ont.

Two new iron zones are reported in McTavish Township, New Ontario.

Two Melbourne inventors claim to have a process for producing steel from ore without making pig iron.

C. A. Millican, C.E., has been making surveys for a branch line to the gypsum beds of the Little Saskatchewan.

Rich strikes of copper sulphide ore have been made at Franklin Camp, forty-five miles north of Grand Forks, B.C.

An ore consisting of a mixture of specular red hematite and brown hematite, averaging 64 per cent., is being mined at Barrasois, N.S.

A large mica mine, near Cantley, Ont., owned by J. D. King, has been sold to the Westinghouse Co., of Pittsburg, who will begin extensive operations.

The Nova Scotia Steel and Coal Co. will begin mining dolomite in the George's river district, the product to be shipped to the steel works at Sydney Mines.

The coal mine, at Cochran's Lake, C.B., is now being worked by English capitalists. Mining operations are being pushed, and the quality of the coal is improving as the work proceeds.

The joint committee inspecting geological formations in Michigan and New Ontario on behalf of the United States and Ontario Governments have agreed on a common nomenclature for various formations.

The Government bounty on lead is developing that industry in Eastern Canada. A smelter has been erected at Bannockburn, Ont., and the owners are prepared to compete with British Columbia producers for the Canadian market.

A deposit of tin over a mile in length, and from 50 to 100 feet wide, is reported to have been located in eastern Manitoba, south of Cross Lake, about twelve miles from the Ontario boundary line. This is the first tin discovered in Canada.

The Black-Donald graphite mine, near Calabogie, Ont., which was flooded two years ago, is being pumped out by the Globe Refining Co. The company has a factory containing \$250,000 worth of machinery, and water-power capable of developing 1,000-h.p.

Deposits of zinc in the vicinity of Quatsino Sound, B.C., have been investigated by a representative of the Lanyon Zinc Co., of Iola, Kansas. Some samples from the deposits run 50 per cent. in zinc. It is thought that the company will develop the property, shipping the ore to their works in Kansas.

One of the Montana smelting companies is now putting up an electrical smelter, and if successful, others will probably follow the example. Thus the market for coke in that region will be reduced, but the Crow's Nest Pass Coal Co., whose coke ovens are 600 miles from these works, are laying plans to supply a share of the Montana market, which requires several hundred tons a day.

Under the auspices of the Provincial Bureau of Mines, a summer mining class for the benefit of the prospectors and miners, was held at the camp of the Laurentian Mining Co., near Gold Rock. The instructors were: Professor W. L. Goodwin, director of the School of Mining, Kingston, and J. Walter Bain, a graduate of the School of Practical Science, Toronto.

The Big Master Mining Co., operating near Gold Rock, Rainy River district, has been incorporated in New York, with a capital of \$300,000. The provisional directors are: F. J. Kendrick, of Mount Clemens, Mich.; C. P. Russell, of Cincinnati, Ohio; B. Hammond, of Fishkill; W. Schaler, of Albany; and G. V. Blackstone, Jamestown, N.Y. The offices are at Fishkill, N.Y. The mine has been worked intermittently since the fall of 1902, and produces ore worth about \$8 per ton.

Different deputations of marine experts have examined the Turbinia during the summer, and the results in every case have been most satisfactory. A board of naval engineers from the United States have examined the boat, and will advise the use of turbine engines in scout ships.

RAILWAY NOTES

The Pressed Steel Car Co. will erect a shop in Montreal.

The Pere Marquette shops in St. Thomas are approaching completion.

Construction has commenced near Richmond Hill at the Toronto end of the James' Bay Railway.

A company is about to instal automobile stage lines in New York City, in competition with the street railway systems. A three-cent fare will be charged.

The Canadian Pacific has leased for 999 years a twenty-one mile line of the Northern Colonization Co., terminating at Nominigue, Que.

The Toronto and Mimico Railway is to run through Lorne Park, subject to certain conditions relative to speed, crossings, and automatic signals.

Negotiations are in progress for the construction of a railway in Southeast Kootenay, B.C., to open up the coal lands on the Flathead river.

As forecast in the Canadian Engineer recently, the Canada Atlantic has now passed into the control of the Grand Trunk Railway, to be used in connection with the transcontinental system.

The passenger rolling stock of the Pere Marquette Railway, on the London and Port Stanley line, will be renewed before next summer. The condition of the present cars has been the subject of complaints from the city of London, the owner of the line.

The Interborough Rapid Transit Co., of New York, will equip all elevated trains with a controller such that with the removal of pressure on the handle, power will be shut off and the brakes set. The object is to avoid danger in the case of a motorman's sudden death or his falling asleep.

The Locomotive and Machine Company, of Montreal, have turned out the first two large locomotives for the Grand Trunk Railway. The railway had their own engineers superintending the entire construction of the engines, and in taking them over expressed entire satisfaction.

The Ontario Railway Taxation Commission met representatives of the railways on September 16th, when Chairman Pettypiece intimated that the companies will be expected to contribute \$2,000,000 in provincial taxes. Statements by the railways will be presented at a meeting to be held on October 8th.

The New Brunswick Southern Railway are about to improve the metal bridges of their system. Contracts for steel structures for the crossings at Meadow Brook, Lepreau, Big New River, and Lilly Brook have just been closed with the Dominion Bridge Company, of Montreal, and the shop inspection work placed in charge of the DeLano-Osborn Engineering Co., of Toronto.

On September 1st, the Hamilton street railway withdrew the scale of limited (8 for 25c.) tickets to any but "working-men," and also stopped the sale of such tickets on the cars. The city has applied to the courts for an interpretation of its contract with the company. The court has ordered the sale of the tickets on the cars, but the question of discrimination of passengers is left to the trial judge.

The Canadian Northern has filed plans for its proposed air line from Hartney to Regina. The line, which is 198 miles long, will cross the Manitoba boundary into the Territories on section 1, township 10, range 30 west, and will run in an almost air line northwest to Regina, about midway between the C.P.R. main line and the Arcola branch. It will pass through or near the post offices of Kissina, Montgomery, Montmartre and Hicksvale.

Some of our railroads are reported to be working a scheme by which they will comply with the letter of the law and yet avoid the duty on steel rails. They are getting in large shipments this month, and will lay these rails on their main lines in substitution of the present ones, which will be set aside for use on branches and extensions. The law states that rails bought before the passage of the order-in-council, imported before November 1st, and laid before February 1st, are exempt from the new duty.