

of the lock is causing the officials no little concern. Last year, the first season that the lock was in operation, between \$5,000 and \$6,000 was spent in repairs. The matter is being reported to the Department of Railways and Canals and an investigation is being asked for to determine upon whom the responsibility for the condition of the embankment should rest.

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## RAILWAY NOTES.

There is a movement on foot for a new G.T.R. depot at Windsor.

The C.P.R. will haul almost twenty million bushels of wheat to Fort William this season.

The G.T.P. is seeking to change its agreement with Fort William in order that it may parallel the C.N.R.

The Minister of Railways states that the Intercolonial Railway will be put on a paying basis at the next session.

The C.N.R. line is now within ten miles of Edmonton, and track laying is going on at the rate of two miles a day.

It is reported at Winnipeg that J. J. Hill will do a lot of railway building in the West, including a line to Hudson's Bay.

City Engineer Rust estimates that the cost of depressing the railway tracks through South Parkdale, Toronto, would be from \$500,000 to \$750,000.

James J. Hill will add the Canadian Pacific and the Missouri, Kansas and Texas railroads to his list of properties.

It is reported that the Grand Trunk Pacific intends to go ahead speedily with the construction of branch lines in the West, which will act as feeders to the main line.

The temporary bridge across the Saskatchewan is about a trolley line from Hamilton on London, to be operated in connection with the line from London to Port Stanley.

The location survey work on the New Brunswick section of the National Transcontinental Railway is expected to keep the surveyors at work throughout the winter.

The Grand Trunk Pacific and Canadian Northern have reached an agreement which will result in Winnipeg having a fine new union depot, to cost \$3,000,000 to \$4,000,000.

The Canadian Pacific, according to newspaper reports, will put up additions to its Angus shops at a cost of \$52,350; also a building for its employees, 116 x 70 feet, to cost \$32,000.

Railway trackmen say that the roadbed of the C.P.R. at the present time is in excellent condition, and that the track work along the line is well advanced for this time of the year.

Messrs. Ross & McRae, the well-known railroad contractors, have been awarded the contract for the construction of the St. Maurice Valley Railway, running from Three Rivers to Shawinigan Falls, Quebec.

Railway men are of the opinion that the G.T.R. should raise the tracks through the city of London from just west of the Cove Bridge to beyond the east limits of the city. This work would involve the expenditure of a million dollars.

The town council of Portage la Prairie has decided to work in conjunction with the Grand Trunk Pacific Co. in constructing a passenger and traffic bridge over the Assiniboine river, provided it is located in the vicinity of High Bluff ferry.

The C. P. R. announces that the company will take over the Tilsonburg, Lake Erie and Pacific Railway, which it has leased, and operate it as district No. 2 of the Ontario division. The road is 35 miles long, running from Port Burwell to Tilsonburg.

The Ottawa city council has received a letter from Mr. C. M. Hays, of the Grand Trunk system, in which he says that he expects to be in a position shortly to make a definite statement in reference to the construction of a central depot in Ottawa.

According to plans filed at Ottawa by the Grand Trunk Pacific, and now in possession of Mr. Collingwood Schreiber, of the Department of Railways, who is at Saskatoon, the main line of the Grand Trunk Pacific will cross Saskatchewan two and three quarter miles southwest of Saskatoon.

The T. H. & B. has installed an electric inter-locking plant at Garth St., Hamilton. It is the only one of its kind in Canada. It has eighty-four levers, and will save the company the expense of maintaining a corp of switchmen. It works very rapidly and prevents all chances of collision in that section.

A letter from Mr. Atwater, assistant west of the Detroit and St. Clair rivers, to General Manager Hays, of the Grand Trunk, to the Detroit city council, relative to the grade separation, indicates quite clearly that the Grand Trunk intends to use the new Michigan Central tunnel between Detroit and Windsor, in addition to the other railroads.

Talk of an electric railway line from Sarnia to London has been renewed. Capitalists at Chatham, Windsor, London and Sarnia have been approached, and the merits of the proposed road are being carefully considered. It is probable that a company will be soon organized and a charter applied for at the next session of the Ontario Legislature. The route has not been definitely decided upon, but will possibly parallel the northern line of the Grand Trunk, going to London by way of Forest and Parkhill.

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## MINING MATTERS.

The American Mining Congress was held at El Pasco, Texas, November 14-18.

It is understood that Mackenzie & Mann intend to go extensively in for the mining of iron on the north shore of Georgian Bay.

The Nova Scotia Steel & Coal Company contemplates developing its areas at Little Bras d'Or on an extensive scale.

The new zinc smelter at Frank, Alta., which is now nearing completion, will be the most modern on the continent.

The Mines branch of the Department of Trade and Commerce, has issued a report on the subject of asbestos. It says Canada now controls the output of the world.

After studying mining methods in Britain and the Continent for two months, Mr. James Ross, President of the Dominion Coal Company, has returned home.

It is reported that Mr. Moxham, who was manager of the steel works at Sydney, is to take over control of the Colonial Copper Company's work and mines at Cape d'Or.

The Consolidated Cariboo Hydraulic Company of British Columbia, has sold out to the Guggenheim, John Hays Hammond and Myers interests, of New York, for \$1,000,000.

A seam of coal forty-seven feet thick, has been penetrated by the new Allan shaft of the Acadia Coal Company at Stellarton. Such a deposit is said to be unprecedented in the records of mining.

The price of shares in the Hill Mining & Smelting Company has made a notable and rapid advance on the London market. Within the space of a fortnight they have risen from 1s. 6d. to 3s. 6d. per share.

Chief Engineer Sylvester, with a party of men, has been surveying the right-of-way for an electrical transmission line from Copper Cliff to the Creighton mine. The Company proposes next spring to carry to the Creighton electrical power for the operation of the mines. A new shaft has been started at the Creighton and timber is being secured for a new rock house which will have a larger capacity than the present one. A new power house will also be built for the electric motors and the work in both rock houses will be operated from this station.