

Wild reports have been circulated about the value of the Paysplat silver discovery near Port Arthur. Though these reports one of which put a value of \$800,000 on the ore in sight—are greatly exaggerated, the property is believed to be a very rich one.

DEVELOPMENTS in the Seine River gold district point to a considerable output of gold in the near future. W. D. Ferguson, of London, and W. Hamilton Merritt, of Toronto, Ont., are said to be interested in an English syndicate which has taken options on all the finds made by Thos. Wigand, who made the first discoveries.

J. McDONALD, of McDonald Bros., who operate mines in the Lake Memphremagog district, says that they are developing a galena mine in the township of Pottin, near Sherbrooke, Que. The vein opened up was sixteen feet wide and has been traced seventy-five feet on the surface. A ton of the product panned out 34 ozs. of silver and 7095 ozs. of lead.

THE Empire Gold Mining Company, Ltd., is being organized at Port Arthur and Fort William, to work McKellar's rich gold discovery at Jackfish. The capital stock is being placed at \$1,000,000, of which the original owners get half for the property. Walter Ross, of Rat Portage, is the principal promoter. It is expected that work on a ten-stamp gold mill will be started this month.

THE size of the coal area of Nova Scotia has been the subject of investigation lately. The formation of the Dominion Coal Co. aroused interest in the coal fields and a great deal of prospecting has been done. To determine the value of the newer finds the Geological Survey is about to issue new maps, which will, it is claimed, show that Sir Wm. Logan's survey was accurate, and that the Dominion Coal Company have not overlooked many valuable deposits in making their purchases. The map of the Pictou district is now in press, that of the Sydney district will issue during the year, and the survey for that of Cumberland Co. will also be made at once.

THE lot of T. J. Watters, ex-acting Commissioner of Customs, is not a happy one. On the 14th Dec., he was arrested at Gatineau Point, on a charge of fraud, laid by F. R. White, a Boston mica dealer. White makes affidavit that Watters undertook to operate mica mines for him in Templeton township, the whole of the product to go to White. If the expense of operation exceeded \$60 per ton for two months in succession, the mine was to be closed down. He alleges that Watters purposely operated the mine so as to increase the expenses, and which led to the suspension of mining, and that, moreover, he sold a portion of the product to other parties. Mr. White claims \$2,500 overpaid to Watters and \$6,000 damages.

THE Kootenay country has become well known during 1895. At the beginning of the year very little mining was going on and the outlook was not bright. At present there are towns numbering thousands of inhabitants and railways and other large works in connection; the mines are being pushed vigorously. At Nelson, says the *Miner*, in a review of the year's work, a smelter of 100 tons capacity has been built, and connected by a 4½-mile tramway with the famous Silver King mine. The Hall mines there have entered upon a period of profitable production after a large outlay of capital. At Pilot Bay a smelter was in operation throughout the greater part of 1895. It produced 3,860 tons of silver lead bullion, which it shipped to the United States. Most of the ore came from the Slocan Mines. In the Trail Creek section the progress of the country has been most rapid. Rossland, the centre of that mining region, which had one or two buildings at the end of 1894, has now a population of 3,000 people. Trail, a town site in the same part of the district, is building a smelter. Kaslo, another mining centre, is now connected by rail with Landon, in the Slocan country, which is also the terminus of the Nakusp and Slocan branch of the Canadian Pacific Railway. Since March the owners of the Slocan Star mine have received a dividend of \$50,000 from it. Other mines have paid dividends of 7½ per cent. The War Eagle has made profits of \$132,000 since the beginning of 1895. The exports from Nelson alone for the last four months of 1894 amounted to \$619,023, almost exclusively the produce of the mines.

FRANK J. HART has been appointed a member of the Board of Harbor Commissioners, Montreal, in place of the late Hon. Edward Murphy.

O. P. ST. JOHN, formerly inspector of marine boilers for the Dominion Government, and latterly chief engineer of the steamer "Lakeside," has been appointed an inspector for the Boiler Inspection and Insurance Company of Canada.

Railway and Marine News.

THE wages of some of the C.P.R. employes were advanced 15 per cent. on Jan. 1st.

THREE new stations have been opened on the O. A. & P. S. R'y, Goshen, Admaston and Caldwell.

THE C. P. R. has put on a service of heated freight cars from Winnipeg to Portage la Prairie.

THE Rockland branch of the Canada Atlantic Railway was opened for regular traffic on Dec. 9th.

THE D. A. R. declines to use the new railway station in Halifax, and the board of trade of that city is very indignant.

THE G.T.R. yard at Port Dover is a lively place since the Conneaut ferry boat "Shenango No. 2" appeared on the scene.

THE Merrickville, Ont., people are petitioning the Government to do the work of dredging the river at that village by local labor.

THE T., H. & B. have taken 10,000 car loads of gravel from the pit at Ridgeville since they began work there in November last.

THE first regular train on the T. L. E. & P. B. R. left Tilsonburg on Jan. 1st, for Pt. Burwell, in charge of General Manager Teal.

THE Ottawa Forwarding Co.'s steamer "Welshman," is undergoing repairs. A new boiler is being put in, and the decks and cabins renewed.

THE G.T.R. proposes to do away with one of the bridges at Berlin, Ont., and build a new bridge, purchasing a new roadway from the Eby estate.

THE ferry steamer "Janet Craig," which was burned last season, has been rebuilt at Arnprior, Ont., and will go on its former route on Chat's Lake in the spring.

JAS. FREEBORN, the man in charge of the powder magazine on the Lakesfield-Peterboro section of the Trent Valley Canal, was killed by the explosion of the magazine on Jan. 1st.

THE Montreal Transportation Co. will add a new steel steamer to the fleet similar to the "Bannockburn." Capt. Gaskin left for England on Dec. 18th, where he has placed the contract.

THE new dam recently constructed across the Rideau canal, at Newboro, has turned out to be of no use and another one of solid blue clay had to be built. This is found to give complete satisfaction.

THE reorganization of the Moncton and Buctouche Railway was completed Dec. 20th. With the exception of John L. Harris, Moncton, the directors are all Americans. Arrangements were made for the equipment of the road and operation next summer. F. M. Hall, of Annapolis, is local manager of the line.

A SUB-CONTRACTOR, named John Wilson, narrowly escaped death by the premature explosion of a blast on the Arrow Lake branch near Revelstoke, B.C. Three of the men working near were seriously injured, and another has not since been seen, and is believed to have been blown into the river.

JAMES W. HENDRIE, of Hamilton, Ont., has brought suit against the Grand Trunk Railway for 24,000, the amount alleged to be unpaid on 240 shares of stock in the Toronto Belt Line Railway, against which Mr. Hendrie holds a judgment of \$20,000. John Bell, solicitor, and E. Wragge, local manager of the Grand Trunk, are being sued for \$1,000 each on ten shares.

F. W. AYLMER, Golden, B.C., is preparing plans for the proposed new Kicking Horse bridge. The British Columbia Government promised to erect a double-track bridge which would accommodate the C.P.R. traffic as well as vehicles and foot passengers. This is now thought to be too expensive a bridge for the traffic it would carry, and the present idea is to have a single-track bridge which would be wide enough for vehicles and which would be closed to vehicles when a train was passing over.

J. W. McRAE & Co., of Ottawa, Ont., have made two trial borings in the Straits of Northumberland during the past autumn, in order to discover the nature of the underlying strata and the cost of the proposed tunnel. The borings were made about the middle of the Strait, 3½ miles from shore. The first was sunk in 73 ft. of water to a depth of 72 ft., and the second in 52 ft. of water to a depth of 60 ft. Sandstone was encountered all through. A third boring was commenced, which can be resumed whenever the Minister of Public Works deems it expedient.