

With the completion of the Toronto to James Bay section of the Canadian Northern Railway, 149 miles is added to the mileage of the Canadian Northern Railway system.

The Temiskaming and Northern Ontario Railway returns to the end of September show aggregate earnings since January 1st of \$388,300, operating expenses totalling \$243,789, leaving a balance to the good of \$144,511. The earnings for September were \$43,428 and the expenditures \$31,816, leaving the net earnings at \$11,612.

The French Government has retained Charles M. Jacobs, of New York, who designed the Pennsylvania Railway tunnels under the Hudson and East Rivers, to prepare plans for a tunnel to be built under the River Seine between Rouen and Havre. The tunnel will have two railway tracks, and will be about a mile in length. The cost of construction is estimated at about \$10,000,000.

The C. P. R. is applying to Parliament for an increase of its bonding powers from \$30,000 to \$40,000 a mile, for the line from Rumford on the main line to Bolton on the Toronto-Sudbury branch. The distance is 228 miles and the extra bonds are asked, because of the difficult nature of the construction. The C. P. R. is also asking permission to issue bonds, secured exclusively on any branch line, to the extent of \$30,000 a mile.

The drilling operations being carried on in connection with the new C. P. R. bridge over the Belly River are proceeding at a good rate. In the first hole a solid bottom on hard clay was found at a depth of 75'-0". In the second, the same clay bottom was reached at a distance of 81'-0" from the surface. At the third station already a depth of over 80'-0" has been reached, and it is expected that the men will have to go another 30'-0" before reaching the desired bottom.

A bill has been passed by the Dominion Government limiting the speed of trains in cities. It says that no train shall pass over any highway crossing at rail-level in any thickly-peopled portion of any city, town or village at a greater speed than ten miles an hour, unless such crossing is properly protected, or unless such crossing is constructed and thereafter duly maintained in accordance with the orders, regulations and directions of the Railway Committee of the Privy Council and of the Board in force with respect thereto.

At the annual session of the Canadian Ticket Agent's Convention at Mobile, Ala., the following officers were chosen for the ensuing year: W. McIlroy, Peterborough, president; C. R. Coleman, first vice-president, Truro, N.S.; R. J. Craigh, second vice-president, Cobourg; J. P. Honley, third vice-president, Kingston; E. de la Hook, secretary-treasurer, London; F. R. Hodges, auditor, Clinton. The following executive committee was elected: W. Jackson, Clinton; J. F. Dillon, Montreal; W. Bunton, Peterborough; C. G. Horning, Toronto; E. G. Picke, Joliette, Quebec.

W. G. Ross, managing director of the Montreal Street Railway, of Montreal, is quoted as saying that the company will soon take over the property of the Montreal Terminal Railway Company, operating 26 miles of road and handling a large amount of freight. The line will be extended to St. Genevieve and to St. Vincent de Paul. Surveys for the extensions have been made and practically all of the right-of-way secured. They will open up thriving districts tributary to Montreal. The new lines will be laid with heavy rails and high speed cars will be installed. A number of other improvements will be made to the city system.

The Grand Trunk Pacific Company has submitted detailed plans to the Railway Commission of the route its line will take through the Yellowhead Pass. This shows that the line over the Rocky Mountain range at this point can be accomplished on a maximum grade of four-tenths of 1% which will be far and away the easiest grade on any road leading to the Pacific slope. The company confidently believes that it will be able to carry its line through to Prince Rupert without having to tackle anything heavier than the four-tenths of a foot rise in a hundred, with which its engineers have surmounted the Yellowhead Pass.

The Grand Trunk has just placed orders for new freight and switch engines aggregating an expenditure of over \$800,000. They have ordered from the Locomotive and Machine Works here 30 freight engines of the compound consolidation Richmond type. These are exceptionally powerful engines of the most modern design and will weigh 211,200 pounds, with 63-inch driving wheels, with a working boiler pressure of 210 pounds to the square inch, and will have a capacity for 7,000 gallons of water and 10 tons of coal. They will cost approximately \$20,000 each, and will be delivered early next year. Besides these, the Grand Trunk has ordered from the American Locomotive Company, at Schenectady, N.Y., 14 six-wheel coupled switching engines. These being for yard use, are of a much lighter type of engine, weighing 139,000 pounds each, with 56-inch driving wheels, with tank capacity of 8,000 gallons, and will carry eight tons of coal.

MINING

Coal has been discovered in North Antrim, Ireland.

It is stated that one, Mr. Gerhant, has discovered tin on Desolation Sound, B. C., within 100 miles of Vancouver.

It is said that a vein of gas exists outside the city of Chatham, and drilling has been commenced. Considerable local capital has been invested in the enterprise.

In the White Bear mine, Rosslund, on the 350 foot level an ore body of large dimensions and of good grade, has been located by means of a diamond drill. While the management is reticent as to the details of the find, still it admits that it is of considerable importance.

Asbestos in payable quantity and quality has been discovered in the Transvaal. An expert who has examined the deposit states that it is of abnormal width and equal to the finest in Canada or Italy. An offer of \$193.60 per ton has been received from Germany for the best quality.

Gold, in what appears to be huge quantities, has been discovered at Birling, 42 miles west of Battleford. The discovery was made by an old prospector named Hughes, who sent samples, taken at random over a square mile of territory, to the assaying office at Ottawa. The report came back that his dirt had assayed \$55 to a ton, a vein of great richness.

On the Bankshead, near Banff, the Pacific Coal Company is mining anthracite. Its preparation is attended with the production of a large proportion of coal dust, and the company is now erecting a briquetting plant from which within a few months an excellent fuel, new to Canada, will be placed on the market in the form of anthracite coal dust briquettes.

About two months ago the property of James Curren, at Lingan, which includes about 178 acres was purchased by the Dominion Coal Company through the Sydney Real Estate Company, who were acting for the Coal Company in the transfer. This property will be the centre of the operations of a new colliery. A shaft will be sunk there and a line of railway will be constructed to connect the colliery with Lingan Bay, where excellent shipping facilities will be obtained.

The discovery of one of the most remarkable hematite deposits in the North-West, containing, according to conservative estimates, two hundred million tons of high-grade iron ore, is announced from Port Arthur. This deposit lies about 20 miles to the eastward of Port Arthur, the area averaging about three miles in width and six miles in length, and comes within 1,000 ft. of the shore of the lake. It lies in sheet formation, much of it being without covering. There are many places on the property, it is said, where a high-grade bessemer blue hematite is exposed for acres. This is believed to be the largest body of accessible ore outside of the holdings of the United States Steel Corporation, and is the only body of high-grade bessemer hematite in Canada.



PERSONAL

Sir Edward J. Reed, formerly chief constructor of the British Navy died on November 30th, 1906. He was born in 1830.

Mr. Charles W. Cooper, who is well-known in Montreal railway circles, has been appointed assistant general passenger agent of the Canadian Northern at Winnipeg.

W. J. Bowers, C.E., died last month at his home, Macdonell Avenue, Toronto. Mr. Bowers was associated with John Galt, civil engineer, of Toronto. He was also treasurer of the Engineers' Club.

J. C. Blais, engineer, connected with the Public Works Department, died on December 6th. He was 54 years of age, and was a native of St. Francis, Quebec, and lived for some years at Quebec City.

William McGillis, of Kankakee, Ill., and a former resident of Glengarry, has passed away. Mr. McGillis was born in Lancaster township, Glengarry County, on April 29th, 1838. His first experience in railroad work was during the building of the G. T. R. He had a wide experience in the construction of railroads and Government and State contracts, and was the pioneer in the use of the steam dredge for draining swamp lands, and redeemed millions of acres in this way.

After spending about 15 months investigating mining conditions in this country, Nanabhai D. Daru, is about to return to his native land, India. Mr. Daru, whose portrait appeared in the September issue of "The Canadian Engineer," as well as having graduated from one of the leading universities in India, is a graduate of the University of London, and of the Royal School of Mines. He visited nearly all of the important mining camps in the West, and upon his return to India will report to the Government upon mining, milling, and smelting in the Dominion.