

The output of the Inverness Railway & Coal Co. for the first six months of this year are only a few thousand tons short of the total shipments for 1902, from the whole of Inverness county.

It is pretty well understood that the Government will proceed, at an early date, with the erection of a new departmental block at Ottawa, more room being urgently required for the public business.

The town of Berlin has passed a by-law to raise \$6,000 for the construction of bridges. At the same time it negated a by-law to bonus the Berlin Brush Factory so as to enable them to build a new factory and enlarge their capacity.

Two thousand men are to be put to work on the Britannic mine, forty miles from Vancouver. These mines have been acquired by the Heinzes, who paid \$45,000,000 cash for them. A smelter to take two thousand tons of ore a day is to be erected.

A Boston company is about to develop coal areas in Richmond county, C.B., and have pumped out a mine abandoned some years ago. A shipping pier will be built at Port Malcolm, and Port Mabou will be made an all the year shipping point.

The American Rare Metals Co., of New York, purpose erecting at Kingston a smelter for the abstraction of rare metals, such as gold, silver, lead, etc., from ore found in that district. They have secured a part of the smelter site property for the purpose.

The Crow's Nest Coal Co.'s mines at Morrissey will soon reach a daily output of 1,000 tons. The company is building 250 coke ovens and will add 500 more. Waterworks are being constructed for the town, and an electric light plant is to be installed, to include the miners' cottages.

An immense iron bucket, about nine feet deep and four feet square, has been shipped from the Rat Portage Iron Works to the Sultana Mine. It will be used to take out the water to the fourth level, after which the large pumps at that level will be used to unwater the balance of the mine.

Radium, the wonderful new metal, which is attracting so much attention in the scientific world, has been found on the north shore of Lake Superior, by Prof. Miller, Provincial Geologist for Ontario, in the form of uranium oxide. The only other places in the world where it is found are Saxony, Bohemia, Egypt, Norway and the United States.

Reconstruction is going on at the coal mines at Frank, Alta., since the rockslide. It is the apparent intention to make Blairmore, two miles distant, the future town of the district. Meantime two new tunnels are being opened up by the mining company, a new shaft has been sunk. The old tunnel has also been dug out and the mines will soon be in full operation.

Prof. Miller of the Ottawa Bureau of Mines, reports that the Belmont gold mine in Hastings will increase its present 1,000 horse-power development, and will provide for 120 stamps. The present plant has 30 stamps. The Canada Corundum Company at Craignivet, now employing 100 men, purposes to increase the capacity of its plant from 20 tons a day to 200 tons.

The Russman & Gray Molybdenum Reduction & Refining Co., of Buffalo, has secured 4,700 acres of mineral lands in Northern Frontenac, Renfrew and surrounding district. They expect to open mines and to erect in Kingston a smelter costing \$130,000. It is also the intention of the company to construct a railway from near Tweed to Killaloe Station, on the Canada Atlantic Railway.

T. B. Cook, of the Ladue Company, of Dawson, informs the Victoria Times that between ten and twelve million dollars will be the probable output of the Klondike in gold this season. The indications are that the most profitable mining of the future in the Klondike region will be done with dredges. For the last two years the Lewis River Dredging Company has been operating dredges with great success. Future work in the Klondike will be done very largely by machinery, which means that the ground can be worked at a profit that could not be handled without the dredges and hydraulic plants.

Railway Matters.

The Trans-Canada Railway is selling out their charter to the Grand Trunk Pacific.

The C.P.R. has purchased land aggregating about 160 acres, between Logan and Manitoba avenues, in Winnipeg, and proposes to devote the land to new shops and yards.

Surveys have been completed and plans submitted to the Government for their approval, of an extension of the Bay of Quinte Railway, and for the one mile line between Peninsular Lake and Lake of Bays.

The Grand Trunk has agreed to build a connecting line with the C.P.R. at London, Ont., and to enter into negotiations for a general inter-switching arrangement with other railways entering the city.

The first instalment of the 52 Scotch engines imported by the C.P.R., were tested at Montreal, and have been pronounced equal to, but not the superior of Canadian built locomotives.

One of the large trunk lines have just placed an order for about 10,000 tons of heavy steel rails for the Pacific Coast. The well known house of Arthur Koppel, 66-68 Broad St., New York City, has been successful in securing this order, and several other large ones for other roads.

The Grand Trunk will be running trains into St. Louis over its own line early in August, by means of the recently acquired Detroit & Toledo Shore line. The line will be operated jointly by the Grand Trunk and the Toledo, St. Louis & Western railways, under a separate board of directors.

The Belleville City Council decided to sell the rails of the street railway, which has ceased to be operated, to the Belleville Portland Cement Co. for \$10 a ton. It appears they were some time ago offered \$16.50 a ton, and one Wm. Curtis has now taken out an injunction to prohibit the sale at the lower figure.

The Canadian Northern has bought the two big locomotives that were built for the Chignecto Ship Railway, and were lying at Amherst, N.S., ever since that ill-fated project came to a stop. These locomotives will be altered by taking off their water tanks, which are placed just over the boiler, adding a tender and making some changes in the trucks. They will then be used around the docks at Port Arthur.

The Nepigon railway is to be built by Jas. Conmee, M.P.P. A contract for 100,000 rails has been let to A. Leaman, of Port Arthur. The line will ultimately be extended northward to connect the main line of the C. P. R. with the Grand Trunk Pacific. The latter road will probably run forty miles north of Lake Nepigon, which is 75 miles long.

The Great Northern Railway of Canada has just let contracts for a duplicate storage and working elevator at Port Arthur, which will double their capacity for handling grain at that point. The storage tanks are to be composite, built of steel and fireproof tile, hollow and channel tile being employed. Each storage elevator will consist of 80 tanks, of 20,000 bushels' capacity, and the spaces between the tanks will also be bins of 6,000 bushels' capacity. The storage elevator will have approximately a capacity of two and a quarter million bushels, and the working elevator one and a quarter million bushels. The foundations consist of piles topped with concrete. The new elevators are to be completed this fall.

Notwithstanding statements in some of the newspapers, the northern terminus of the Temiskaming Railway has not been definitely fixed, though New Liskeard will be the objective point at present. Hon. F. R. Latchford, Commissioner of Public Works for Ontario, with A. W. Campbell, assistant commissioner, and W. B. Russell, chief engineer of the railway, and others, recently paid a visit to the Temiskaming district, on a tour of inspection. The minister stated that before the close of next season he hoped trains would be