

lives of men to be entrusted to managers and foremen who have had little, if any, experience in mine superintendence, which of course includes providing adequately for the safety of the workmen under him. The best remedy is for the Government to pass an Act prohibiting any manager or foreman taking charge of a mine unless able to produce an acceptable certificate of knowledge and experience in the essential points of ventilation, timbering, hoisting gears, use of explosives, pumps, etc.

This would not apply to those reporting on mines, as if, as in some cases, the investor prefers to employ an unqualified mining engineer, that is his lookout. When it comes to working a mine and employing labour, others have a right to interfere. All engaged in mining will see the importance of certificates of qualification, and the Government should be urged to carry out the proper examination of candidates, and the issuing of certificates.

RONALD C. CAMPBELL-JOHNSON.

Nelson, B.C.

#### ANSWERS TO CORRESPONDENTS.

A READER, (Brantford, Ont.)—We must apologise for not replying to your enquiry sooner, but the information proved difficult to secure. The company, however, have seemingly good assets, including several promising prospects on Alberni Canal, at Clayoquot, on the West Coast of Vancouver Island, and a claim with a good surface showing at Harrison Lake. They have also a bond at Forty Thieves mine claim in Lillooet district. All the properties are being steadily developed.

W. H. F. (Spokane).—The gentleman you refer to has been in the service of Capt. De La Mar, the great mine operator, as mining engineer for upwards of eighteen years. It may, therefore, be presumed that he is competent to express an opinion, and we much regret to learn on his authority that your report on the Quatsino claim was utterly untrustworthy.

A. L. (Montreal).—You will find a reference to the closing down of the Monte Christo in this issue.

H. M. W. (Nelson).—The book is published by the Scientific Publishing Co., New York.

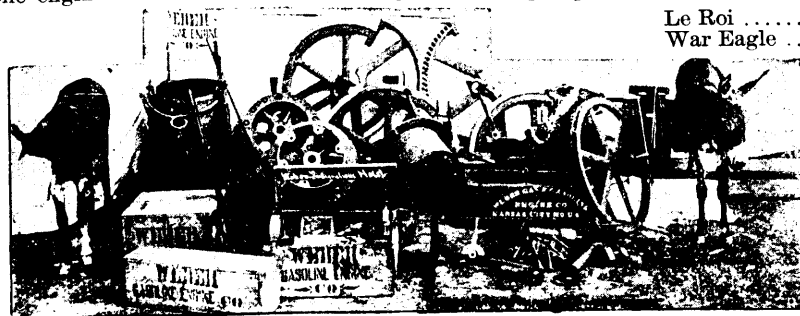
F. M. (St. Helena, Jersey).—You have no reason to feel uneasy. We have asked the secretary of the company to communicate with you.

D. McK. (Ferne).—Your letter arrived just as we go to press, and we are therefore unable to answer your enquiries at length. You had better, meanwhile, write to Dr. Dawson, Geological Survey Department, Ottawa, asking for their report.

#### TRANSPORTING GASOLINE ENGINES IN ARIZONA.

THE illustration shown herewith, shows the parts of a complete 10 Actual H.P. Weber Gasoline Engine, recently built by the Weber Gas & Gasoline Company of Kansas City, Mo., and installed on a property in Arizona.

The complete plant, set up, weighs 7,200 pounds. The plant was sectionalised for burro transportation, bringing all the parts down to the required weight. In addition to hoisting, the engine will be used for operating a Cornish pump and



power for ventilation. The Weber Company have built a number of these engines, which are peculiarly adapted for localities difficult of access.

A single burro can carry fuel enough on one trip to operate a 10 H.P. Gasoline Hoist 10 days, operating twenty-four hours per day. This point makes these engines especially valuable where all fuel must be freighted or where water is scarce, since a 10 H.P. Hoist uses only two gallons of water in twenty-four hours.

#### FOREIGN COAL SHIPMENTS.

The New Vancouver Coal Mining and Land Co., Limited.

##### SEPTEMBER SHIPMENTS.

| Date. | Vessel.                   | Destination.     | Tons.  |
|-------|---------------------------|------------------|--------|
| 1—    | Bark Grenada              | Honolulu         | 3,691  |
| 2—    | S.S. Roanoke              | Seattle          | 445    |
| 3—    | S.S. Burma                | Port Los Angeles | 4,544  |
| 8—    | S.S. San Mateo            | San Francisco    | 4,398  |
| 10—   | S.S. Siam                 | Port Los Angeles | 4,495  |
| 10—   | S.S. Horsa                | Alaska           | 151    |
| 11—   | S.S. Amur                 | Alaska           | 177    |
| 13—   | S.S. City of Grand Rapids | Alaska           | 50     |
| 15—   | S.S. Titania              | San Francisco    | 5,434  |
| 19—   | S.S. Fastnet              | Alaska           | 70     |
| 19—   | S.S. Burma                | Port Los Angeles | 4,576  |
| 22—   | S.S. Mananense            | Alaska           | 354    |
| 23—   | Str. Holyoke              | Port Townsend    | 57     |
| 25—   | Str. Pioneer              | Port Townsend    | 19     |
| 26—   | S.S. Siam                 | San Francisco    | 4,349  |
| 29—   | S.S. Titania              | San Francisco    | 5,434  |
| 29—   | S.S. Amur                 | Alaska           | 233    |
| 29—   | S.S. Tordenskjold         | Alaska           | 150    |
| Total |                           |                  | 38,627 |

##### WELLINGTON.

| Date. | Vessel.                   | Destination.  | Tons.  |
|-------|---------------------------|---------------|--------|
| 3—    | S.S. Dirigo               | Victoria      | 115    |
| 1—    | S.S. Tacoma               | Port Townsend | 40     |
| 8—    | S.S. Sea Lion             | Port Townsend | 18     |
| 8—    | S.S. R. D. Rice           | San Francisco | 3,500  |
| 8—    | Bark Diamond Head         | Honolulu      | 1,500  |
| 9—    | S.S. City of Topeka       | Victoria      | 170    |
| 10—   | Bark Amy Turner           | Honolulu      | 1,400  |
| 12—   | S.S. Wellington           | San Francisco | 2,600  |
| 13—   | S.S. City of Grand Rapids | Mary Island   | 60     |
| 13—   | S.S. Miowera              | Vancouver     | 850    |
| 14—   | S.S. Pioneer              | Port Townsend | 35     |
| 11—   | S.S. Dirigo               | Seattle       | 130    |
| 22—   | S.S. Bristol              | San Francisco | 2,600  |
| 23—   | Ship E. B. Sutton         | San Francisco | 2,675  |
| 25—   | S.S. City of Topeka       | Victoria      | 150    |
| Total |                           |               | 15,843 |


##### SHIPMENTS TO OCTOBER 20TH.

| Date. | Vessel.       | Destination.     | Tons.  |
|-------|---------------|------------------|--------|
| 1—    | Bark Ceylon   | Honolulu, H.I.   | 852    |
| 1—    | Bark Sea King | Honolulu, H.I.   | 2,355  |
| 4—    | S.S. Burma    | Port Los Angeles | 4,317  |
| 4—    | Str. Pioneer  | Port Townsend    | 8      |
| 8—    | S.S. Siam     | San Francisco    | 4,358  |
| 12—   | S.S. Titania  | San Francisco    | 5,434  |
| 12—   | S.S. Lombard  | China            | 603    |
| 20—   | S.S. Burma    | San Diego        | 4,310  |
| Total |               |                  | 22,237 |

The Collector of Customs at Union kindly sends us the following returns from that port of exported coal, from 20th September to 20th October was 3,904 tons.

#### SHIPPING MINES.

Following are the ore shipments from the mines adjacent to Rossland from January 1st to October 22nd, 1898:

| Russia from January 1st to October 22nd, 1933.                                      |              | Tons.  |
|---|--------------|--------|
| Le Roi  |              | 47,797 |
| War Eagle   |              | 31,997 |
|  | Centre Star  | 2,657  |
|   | Poorman      | 453    |
|   | Iron Mask    | 3,138  |
|   | Cliff        | 140    |
|   | Velvet       | 350    |
|   | Monte Cristo | 416    |
|   | Sunset No. 2 | 30     |
|   | Deer Park    | 6      |
|   | Giant        | 114    |

The shipments from Rossland for the three weeks ending October 22nd were as follows:

|                 | Tons. |
|-----------------|-------|
| War Eagle ..... | 2,603 |
| Iron Mask.....  | 200   |
| Le Roi .....    | 8,894 |

This is nearly treble the quantity of ore shipped during the corresponding period of last year.

The total shipments since January 1st, 1898, are 87,108 tons.