

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, 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.

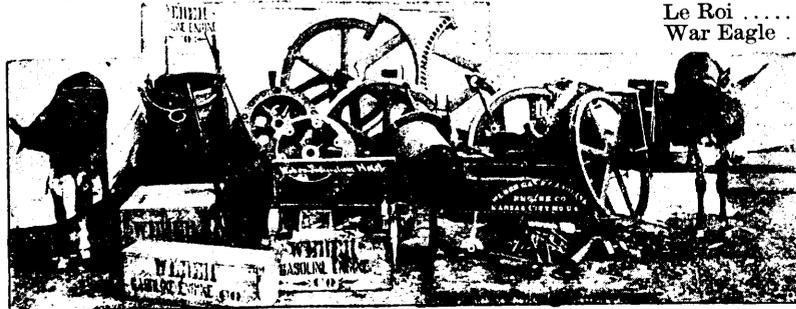
F. M. (St. Helena, Jersey).—You have no reason to feel uneasy. We have asked the secretary of the company to communicate with you.

D. McK. (Fernie).—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. Tordensjold	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:

	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	
Total.....		87,198

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	
Total.....		11,697

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.