

Workers of America. It is claimed that about 300 members of the United Mine Workers are employed at that company's Jingle Pot mine, near Nanaimo. This company's production operations have been the smallest of the four companies operating on the island; further, its reserves of coal are also stated to be small—less than two years' supply, it is asserted. The Canadian Collieries (Dunsmuir), Limited—with which company the labor troubles of the last eighteen months originated—operating the Comox (Cumberland) and Extension collieries; Western Fuel Co., operating the No. 1 Shaft, Protection Island, Brechin, and Reserve Shaft mines, all in the vicinity of Nanaimo; and the Pacific Coast Coal Mines, Ltd., owning the South Wellington colliery, and the newly-opened Morden and Suquash mines—the latter situated in the northern part of the island—are together employing a comparatively large number of men, stated to reach a total of about 1,900 in all. Such seems to be the situation to-day—300 United Mine Workers of America men working at Island mines against 1,900 non-members of the organization that forced this disastrous strike on Vancouver Island. Further, more non-members of the United Mine Workers of America are available for work in the coal mines than there is work for at the present time. The demand for coal is now less than the supply, so that the mines are not being worked full time.

What the future will bring forth, it is not possible to forecast, for the United Mine Workers of America supporters are reported to be positive they will eventually compel recognition of their organization and secure its terms for its members, while the companies, with the one exception mentioned above, are stated to be fully determined not to recognize the United Mine Workers of America nor to concede its demands. So it appears that by no means has the trouble been disposed of. So long as the United Mine Workers of America continues to support its local members by giving them strike allowances, and so long as any considerable number are content to subsist on that aid, the trouble will remain. One deplorable result is that the Western Fuel Co., which was not in any way responsible for the trouble, is the heaviest loser, with the Pacific Coast Coal Mines, Ltd., also a loser, though in a much smaller degree. For the present, then, a final settlement of the dispute is certainly not in sight.—E. J.

OMINECA RIVER DISTRICT—BRITISH COLUMBIA.

As placer-gold mining in what is known as Omineca River district is again attracting attention, the following information from the official report for 1913 of F. C. Swannell,* British Columbia land surveyor, who spent the field season of last year in the district, will likely be of interest:

"I have no hesitation in predicting a great future for the great Finlay-Parsnip River valley. Agricul-

tural development will result in an impetus to the mining industry. Up to now prospecting has been almost entirely confined to search for placer-gold. Leads of copper ores and galena have been discovered close to Manson creek, and would be worked were the transportation facilities into the country bettered. A salt spring and lick was discovered 14 miles from Bulkley House on the Driftwood trail.

"The Omineca district is now entered by pack-trail from Hazelton. From Fort Babine to Manson much of the trail is very stony, with numerous steep pitches, and was very muddy, there having been more rain than usual this year. A wagon road is being built from Tacla lake to Silver creek by Mr. Bodine, about ten miles having been slashed and cleared this year. It is reported that a small gasoline steamer will be put on between Fort George and Tacla next season. During the old mining days supplies were brought in largely from Quesnel to Stuart lake, and thence by trail to Manson creek. This trail has not been kept in repair of late years. It is, however, splendidly located, dry, and the feed good, the only steep grade being at Lookout mountain. A wagon road could economically be built following this route. No trails enter the Manson creek region from the east, excepting the Moody trail from Fort Grahame. This crossed the Omineca below the Black canyon and crosses the summit of the Wolverine mountains at an altitude of about 5,500 ft. It is a very poor trail, with much soft ground, fallen timber and very steep grades over the mountain. A trail having as its ultimate object the Parsnip river runs down Manson creek to a short distance below the lower lake. The cutting of this trail through to Parsnip river is very advisable. I am informed by Mr. Steele, the mining recorder, that the country between the end of the trail and the Parsnip is good. The settlers at the junction of the Finlay and Parsnip rivers (which together form the Peace river) get their supplies from Fort George by way of Giscome Portage and Fort McLeod, but in my opinion a better way would be by the Peace river. A steamer now runs to Hudson Hope, below the Rocky Mountain canyon. A small steamer above plying on the upper Peace and Finlay would pay, especially if a wagon road were built in to Manson creek.

"The old placer-workings at Manson, Germansen, Vital, and Tom creeks were visited. At present placer-mining is being done on Manson and Germansen creeks and some quartz-mining near Fall river. Some 40 white men all told were working in this section, and a well-equipped prospecting party of five men was encountered on Stranger river. Much ground known to be auriferous will remain unworked until transportation facilities shall be improved. At present it is very difficult to get supplies or machinery in from outside, every pound having to be brought in by pack-horse or toboggan. In spite of this handicap, several hydraulic plants and two sawmills have been installed, although the latter have not been worked for some years. Easy communication with Peace river, or a wagon-road joining the one now being constructed from Tacla lake to Silver creek, would increase the mining activity in this region tenfold. Machinery could be brought to either of these points of entry by light-draught steamboats."

*Report of the Minister of Lands, British Columbia, 1913—Survey Branch, pp. D. 354-355.