

change. If, as is claimed by many, the primary cause of the strike was to be found in London, a change of management there may have the way for settlement

THE STRIKE SITUATION. The extent to which the Le Roi company is suffering by the strike at the Northport smelter is shown by the affidavit of Mr. Bernard Macdonald in the recent injunction proceedings before the federal court of the United States, in which he stated that since the strike began the smelter had occasioned the Le Roi company a loss of \$50,000 a month in operating expenses.

Mr. Henry Bratusher, a well-known expert closely associated with Hamilton Smith, and one of the advisers of the Exploration Company of London, in their Montana dealings, spent some time in Rossland in the beginning of the month and made an exhaustive report on the general situation at the Le Roi mine and smelter. He made no secret of the fact that he represented the Le Roi shareholders who are dissatisfied with Mr. Whitaker Wright's management of the company. A more hopeful feeling prevails that there will be an early adjustment of the strike but how far this is justified it is hard to say as yet.

MINES IN OPERATION. Practically mining has been at a standstill all the month of August. The ore output for the whole month has been merely nominal, some 150 tons a week from the second-class ore dump of the Le Roi has been sent to Trail. The Iron Mask, I. X. L. and Spitzie, have sent out a few car loads to the Canadian Pacific smelter but that has been all. No ore of any kind has reached the Le Roi smelter at Northport from here.

The Spitzie appears to be doing very well, the mine is situated in the heart of the town. The shaft is only down to the 100-foot level, yet some thirteen car loads of ore have been sent out this season so far, for the last of which the owners received a cheque from the smelter company for \$452.00. A car load runs from 23 to 25 tons so that the return is a very good one and keeps the owners in funds with which to continue working.

The camp is very dull and quiet, over 1,200 men have gone off to other camps pending a settlement of the strike. Several of the smaller properties keep a force of men working right along and the Abe Lincoln, a south-belt proposition which has been idle for the past two years, recommenced work about the middle of August. Until a satisfactory settlement is arrived at by which all work can be recommenced again and continued for some years without any fear of interruption, Rossland is likely to remain dull and comparatively uninteresting.

CATALOGUES, CIRCULARS AND TRADE NOTICES.

THE ALLIS-CHALMERS CO. AT SALT LAKE.

WE are requested to state that Mr. H. N. Croll, who has been manager of the Spokane, Wash., branch office of the Edward P. Allis Co., has been appointed manager of the branch office to be established at 414 Dooly Block, Salt Lake City, for the Allis-Chalmers Co., with the territory of Utah, Nevada, Montana and Southern Idaho, under the direction of this office.

A DISSOLUTION OF PARTNERSHIP.

The firm of Trethewey & Brittain, patent attorneys, Vancouver, has been dissolved, Mr. Trethewey retiring. Mr. Brittain, a trained mechanical engineer and registered at Washington as an attorney competent to practice before the United States office, continues the business.

ECONOMIC RESULTS FROM USE OF JACKSON DRILLS.

The proprietors of the Jackson Hand Power Drills have recently received a number of testimonials from mine managers in various mining centres in America referring in high terms to the efficiency of these machines. The manufacturers have forwarded us copies of these letters, of which we publish two representative specimens:

HECLA, WYOMING, Feb. 4th, 1901.

H. D. CRIPPEN, ESQ., NEW YORK CITY:

DEAR SIR: I have been using one of your new steel Jackson Hand Power Rock Drills continually since December 24th, 1900, running same one hundred and fifty feet underground in one of the hardest of granites, in which men (double-handed) do well to make five to six inches per hour. One man with the Jackson Drill is now doing from eighteen to twenty inches per hour.

The drill runs like clock-work and is easy to handle. Many here are interested in the drill, and I have agreed to send the drill and a man over to our neighbour mining company, who, I am satisfied, will send you an order for a Jackson Drill as soon as they see the same work.

You may use my name for reference at any time.

Yours, very truly,
(Signed) J. D. KAZAR.

RAWLINS, WYOMING, June 19th, 1901.

H. D. CRIPPEN, ESQ., DENVER, COL:

DEAR SIR: In regard to the Jackson Hand Power Rock Drill which I am using, I wish to say that I consider it a perfect success. We are driving a tunnel through the hardest kind of crystallized lime stone, and when we got your drill were about at a stand still.

One of the greatest difficulties we had in using hard steel with hammers was to temper the steel hard enough to cut the rock without breaking the bit, consequently we used twice the amount of steel that is required by using the drill. We now temper our steel very hard and seldom break a bit, and I can safely say that the advantage the Jackson Drill has been to us the month we have used it amounts to more than the cost of the drill.

Yours respectfully,
(Signed) W. S. HILANDS.

PELTON WATER WHEELS.

The eighth edition, (1901), of the Pelton Water Wheel Co's catalogue has reached us. This publication contains in addition to price lists and descriptive matter much valuable information of a general character, while the illustrations of large plants recently installed in which the Pelton Water Wheel is utilised, are exceptionally good.

IMPROVED ROCK-DRILLING MACHINES.

In Bulletin No. 3, the Abner Doole Company, of San Francisco, specially call attention to their make of improved rock drills which are manufactured in three sizes. A few of the chief features of these drills are: the valve, which does not move until the blow has been delivered—an obvious advantage; the backward stroke of the piston is nearly equal in power to the forward stroke; the machine is solid throughout; an air cushion for the backward stroke of the piston obviates the use of steel springs or rubber bumpers; and the time-saving method of securing the drill steel in the piston rod, etc., etc.

THE TWENTIETH-CENTURY ENGINE.

The Lane & Bodley Co., of Cincinnati, Ohio, make the pleasing announcement that they complete this year "half a century of successful existence, and a new catalogue shows a wood cut of an engine built by them in 1851, in striking contrast with the latest up-to-date type. The company are now manufacturing a special heavy-duty Corliss engine, which they designate as "The Twentieth Century Engine." All parts have been made heavier, and are calculated for a boiler pressure of 150 lbs. per square inch, a piston speed of 750 feet per minute, and if required, 126 revolutions per minute.

HERCULES HOISTING ENGINES.

We are in receipt of a very handsome catalogue from the Hercules Gas Engine Works. The efficiency of this class of engine is well known. The hoists are made with engines either vertical or horizontal, provided with single or double cylinders and either band or post brakes.

WOOD ROCK DRILLS.

In a catalogue entitled "General Description of the Wood Rock Drills," the manufacturers of these machines claim that they are able, after nearly ten years' experience to "produce a drill that for lightness, strength, durability and workmanship is not exceeded by any other make." The catalogue is well illustrated and the information clear and concise.

PRESSED STEEL CARS.

An exceptionally fine catalogue has been issued by the Pressed Steel Car Company, of Pittsburg, Pennsylvania, the illustrations being well executed on plate paper. It is shown that great economy has been effected in haulage capacity by the employment on railways of the Schoen pressed steel cars in the transportation of heavy materials such as coal and ore. An example is afforded in the case of the Pittsburg, Bessemer & Lake Erie Railway. From the moment pressed steel cars of 100,000 tons capacity were put into use 73½ per cent. paying load to train weight was shown, and placed the train-mile earnings at \$5.38 per mile, as against earnings of from \$1.38 to \$2.73 of other roads.

A NEW STYLE OF GATE WORK.

The Wisconsin Traction, Light, Heat & Power Co., of Appleton, Wisconsin, recently placed quite an extensive order for turbine water wheels with the Stilwell-Bierce & Smith-Vaile Co., of Dayton, Ohio. The plant consists of two units of wheels for driving the main plant, each unit containing three pairs of 4,211 Victor turbines mounted on horizontal shafts, the total h. p. to be developed by these wheels to be 3,200 h. p. Two single 24-inch horizontal wheels will also be furnished for driving the exciters. The gate work will be of the draw rod type, which places all gears on the outside of the flume where they can have attention, and where they can work in oil, doing away with the old style of gate work where the gears run in water and where they were continually causing trouble. This is a feature fully covered by patents.

COAL EXPORTATIONS.

THE foreign coal shipments from the Vancouver Island collieries for the seven months ending August 1st aggregate 578,274 tons. The shipments in July were divided as follows:

New Vancouver Coal Co.	37,357
Ladysmith	28,581
Union	3,738

Total 56,676

For the three weeks ending August 20th the New Vancouver Coal Co. exported 23,639 tons to California, Puget Sound and Alaska.