

menced last year, but it was only a few weeks ago that the steel was laid and transportation facilities were again available.

LUCKY JIM MINE.—The Lucky Jim mine has long been known as the only mine in British Columbia that, up to the time of suspension of ore shipments in 1910, had shipped crude zinc ore in any considerable quantity. It has been opened at different levels, and it is stated that there is much ore available for shipment above the No. 5 level. During the last year or so No. 6 level has been driven to the lime formation in which occur large lenses of zinc ore in No. 5 and higher levels, but at the time of writing development work has not been sufficiently advanced to determine whether or not the ore continues down to No. 6, which is several hundred feet lower than No. 5, though it is believed that large shoots of shipping ore will also be found on this level.

Early in August a single car of ore was shipped from the mine, but this was ore that had been left alongside the railway track when the fire did so much damage in 1910, as above outlined. When visited recently it was ascertained that No. 6 adit had entered the lime dike at about 1045 feet from its portal, and that the drive was continued for 110 feet across the lime, the limit of which was not reached when it was decided to explore the footwall side of the dike for ore. Driving was then undertaken near the footwall, and at 83 feet some ore was found, but not the large body sought for. This drive is now in about 500 feet, and it is be-

lieved No. 2 orebody, which is large in No. 5 adit, will soon be reached. This level is at a vertical depth of about 450 feet below No. 5, and nearly 800 feet on the incline, the lime having flattened out considerably in comparison with its position in the higher levels. It is the opinion of the superintendent that a big body of ore occurs somewhere near where the adit enters the lime, and this will be prospected for later; it may be found on the hanging wall side. For the present, the intention of the management is to pay most attention to the shipment of ore from No. 5, now that the railway has been constructed to the mine, and it is planned to ship one car of ore a day from that level until such time as the output can be increased.

An aerial tramway from No. 5 down to the loading bins alongside the railway was practically completed when the mine was visited, and it was intended to give the tram a trial run the next day. The tramway is equipped with two buckets working in balance. Two ore bins have been built at the head of the tramway, each of 50 tons capacity, and a 125-ton bin at the lower terminal.

The resumption of shipment of ore in considerable quantity will give much satisfaction, not only to those directly interested in the Lucky Jim Zinc Mines, Limited, but as well to all connected with mining in the vicinity, for it will stimulate other mine owners to do development work and to prepare for making an output of ore when they shall have their work advanced to a stage that will admit of this being done.

STATISTICS AND RETURNS

NOVA SCOTIA COAL SHIPMENTS

Intercolonial Coal Company.

Shipments July, 1912	15,508
Shipments July, 1911	21,886
<hr/>	
Decrease July, 1912	6,378
Shipments 7 months, 1912	123,480
Shipments, 7 months, 1911	146,086
<hr/>	
Decrease 7 months, 1912	22,606

Dominion Coal Company, Ltd.

Output or July, 1912	409,125
<hr/>	
Shipments July, 1912	476,208
Shipments July 1911	375,147
<hr/>	
Increase July, 1912	101,061
Shipments 7 months, 1912	2,295,297
Shipments 7 months, 1911 ..	1,945,591
<hr/>	
Increase 7 months, 1912	349,706

Springhill.

Shipments July, 1912	24,394
Shipments July, 1911	20,815
<hr/>	
Increase July, 1912	3,579
Shipments 7 months, 1912	201,116
Shipments 7 months, 1911	66,708
<hr/>	
Increase 7 months, 1912	134,308

Inverness Railway and Coal Company.

Shipments July, 1912	20,264
Shipments July, 1911	21,130
<hr/>	
Decrease July, 1912	866
Shipments 7 months, 1912	152,595
Shipments 7 months, 1911	152,122
<hr/>	
Increase 7 months, 1912	473

Acadia Coal Company.

Shipments July, 1912	25,083
Shipments July, 1911	30,425
<hr/>	
Decrease July, 1912	5,342