

SPECIAL CORRESPONDENCE

NEWFOUNDLAND

Copper. The first copper ore for the new smelter, has just been landed at the dock yards of the Reid Newfoundland Co. from the S. S. Newfoundland which ship arrived from Little Bay Mines early in the week. It is the first cargo of ore that has been shipped from these mines since 1900, when work was abandoned. This cargo of ore was taken from the dumps of which there are upward of ones hundred thousand tons lying on the surface and which can be handled very cheaply. Several tons of this ore in large pieces weighing from three to five hundred pounds is on exhibition at the dock yards and in some of the store windows along the street. One particularly large block of ore is exhibited in the window of Bishop & Sons. It weighs from three hundred to five hundred lb., and Mr. McKay, President of the smelting company informs us this piece alone is worth \$75, and he says there are tens of thousands of tons of high grade copper ore in the dumps at the mines equally as good as the samples on exhibition.

The smelter is now about completed, and the work of smelting the ore will commence at once. The enterprise is being watched very closely by the mercantile and mining classes of the country, and on the success of this undertaking, which will be a good test of the smelting of ore by electrical process, will depend the introduction of a system of small smelters, which is so very much needed in Newfoundland to make mining a success. It is a system similar to this which has prevailed in the Western States, and has made mining the success it is in that country.

With the success which we have every reason to hope Mr. McKay's smelter will attain, there is every reason to expect that the Government of Newfoundland could be induced to erect a few small smelters in the mining districts and thus encourage an industry which has given so much wealth to the world. With a system of small smelters established throughout the country every man who owns a mining claim can go to work and develop same. It needs comparatively little capital to do this, and every pound of copper which he takes from his property, can be converted into cash at the smelters. In this way some hundreds of very valuable copper properties which are simply being retained from year to year by individual owners, by the paying of the necessary mineral fee to the Department of Agriculture & Mines, would be developed into very profitable industries, to the advancement of the country and the betterment of its people.

Coal Famine. A very serious problem faces Newfoundland this winter in the matter of a supply of coal for its people. The question has become most serious, so much so that the Government was obliged at the beginning of the year to commandeer every ton of coal within the city of St. John's. The shortage of supply is owing to no available shipping for this trade.

Newfoundland gets all her coal from Sydney, C. B., with the exception of an occasional cargo from the old country, and some hard coal from Philadelphia. In other years we had a fleet of Steel Ships (Sealing Ships) which brought all the coal that was needed, and in addition to what was required for the trade and domestic requirements large stocks were kept on hand to supply any foreign going ships, especially during the fall and winter months. On account of the war however, this magnificent fleet of steel ships (seven in all) were sold to the Russian Government to be used in the White Sea as icebreakers, and thereby Newfoundland was deprived of the shipping which gave her an assured supply of coal. When the New Year came in there was held in stock in this city only about 4000 tons of coal for all purposes, and this amount held by three coal merchants, others sold out completely during Christmas

week. The price, which was \$7.60 per ton for soft coals, before the end of the year, jumped to \$10.80 per ton the second day of the New Year. It was then the Government stepped in and took charge of the supply, and instead of permitting the exorbitant price of \$10.80 to be charged reduced the price to \$8.00 per ton. The coal merchants threatened not to import any more coal if they were restricted in their charges. Matters then became grave, so much so that the Government were obliged to look to the British Admiralty for a large collier to bring a few cargoes of coal from Sydney. At present no collier is available, but will be later on.

In the meantime the Government has succeeded in getting a large steamer—the S. S. Alconda from Harmsworths of England, which ship is due in Sydney about January 20th, and due here January 26th, with 6000 tons of coal. In addition the Government has also chartered a large steamer from New York and she will be engaged for several months in the coal trade and together with the help of the colliers to be loaned by the Admiralty a little later on, the fear of a coal famine will be averted.

In view of such a calamity as a coal famine being merely averted from the country, the matter of the development of Newfoundland's coal deposits, is a subject which should engage the very earliest and most careful consideration of the Government of Newfoundland and her people too. That Newfoundland should be depending on any country for a coal supply, when she has abundance of coal within her own bounds, shows negligence and utter disregard for the welfare and advancement of the country not on the part of any one particular Government but all of them, and the apparent indifference and apathy of those of our people who should have interested themselves before to-day in a matter of such vital importance to the colony. In an article which I am preparing for the next issue of the Canadian Mining Journal I hope to show from data in my possession and the reports and opinions of some of the best mining authorities, that Newfoundland in addition to possessing inexhaustible supplies of iron and copper ores has also vast deposits of coal. "Show me a Geological map of a country, said the great Dr. Buckland, and I can point out where its future prosperity lies, and where its manufacturing and kindred industries will be established." This applies particularly to the country that is fortunate to possess supplies of coal.

Iron Ore. Work on the iron mines at Bell Island is going ahead full speed. Full crews of men are employed night and day, and immense piles of ore are being stacked for early shipment, as soon as navigation opens.

PORCUPINE AND KIRKLAND LAKE

LaBelle. The steam plant at the LaBelle Kirkland Gold mines, at Goodfish is now running. It consists of a compressor which will run from six to seven drills; two 65 H.P. boilers and a big hoist. The shaft is now down to 130 feet and will be carried on without delay while a cross cut on the 100 foot level will be continued with all speed.

Premier. The Standard Porcupine Mine has been sold to a company called the Premier Gold Mining Company of Boston. The Standard has been closed down for a number of years. Recently it was purchased for a few thousand dollars from the liquidator by one of the principal shareholders. In the early days of the Porcupine camp, the Standard was one of the most spectacular surface discoveries outside the Dome, the Hollinger, and other well known properties. A plant was rushed in to the claim and set up and work carried on, on a considerable scale, though not with much intelligence. Some diamond drilling was done and a core containing a good