

A REMARKABLE IRON MINE IN NEWFOUNDLAND

A St. John's, Newfoundland, correspondent, who has just paid a visit to the new iron mine at Belle Isle, Conception Bay, describes the deposit as the most extraordinary of the kind in the world. There is no gaping shaft, no tall chimney, no puffing of steam engines or clanking of machinery. About 200 men were at work on the surface of the ground, scattered over a considerable area, some with pickaxes, shovels and barrows, putting the ore into wagons; others drilling, by steam or hand, holes into the bed of ore which were to be charged with dynamite.

Instead of a mine it is an open quarry of red hematite iron ore, which is detached from its bed far more easily than stone in a quarry. The ore lies in a horizontal stratum, three miles in length, and more than a quarter of a mile in breadth, and is about five feet in thickness. This bed is covered on the surface by about two feet of rock. This is just stripped off, and sections of the ore laid bare. Then, by blasting, masses of ore are detached, and long terraces are formed, rising in shelves above each other, and in these the men go to work with crow-bars, pickaxes, wedges and shovels. At certain intervals along these terraces the steam drill is at work, or the sledge hammer or jumper, making holes, which, when charged with dynamite, are exploded by electricity.

On penetrating this first stratum of ore a bed of rock is reached, some three or four feet thick, similar to the surface rock. When this rock stratum is pierced, another bed of iron ore is reached, of about the same thickness as the first. For anything yet known there may be a third iron ore stratum underneath this bed. The manager of the mine stated that there are in sight twenty millions of tons of ore in the stratum now being worked, and probably as many more in the second. A thousand tons per day can be taken from the deposit when needed. The Nova Scotia Steel Company of Glasgow, holds a lease of the property, and the ore is shipped to Pictou, to Glasgow, Scotland, and to Rotterdam. About 100,000 tons will be exported this year.

A GIGANTIC COAL-CARRYING ENTERPRISE.

At the present time one of the largest and most interesting enterprises ever conducted on the St. Lawrence river is being carried out by the manager of the Atlantic Transportation Company, Mr. W. S. Besse, of New York. This company was organized about a year ago, with a paid-up capital of \$3,000,000, with the intention of engaging on a more elaborate scale than any existing company was doing in the coal-carrying trade of the Atlantic coast. A contract was at once closed with the Chesapeake & Ohio Railway, probably the largest overland coal-carriers in the continent. Within a few weeks a fleet of forty barges, eight ocean tugs and four steamships was put into service. This fleet, however, has proved entirely inadequate to the demands of the trade, and it was decided to at once double its size. Accordingly on the 15th of September last Mr. Besse left New York for Buffalo, Toledo, Cleveland, Detroit and other lake port towns to purchase vessels. Incredible as it may seem, the fact remains that in ten days he had completed the work of buying forty-four vessels, the total carry-

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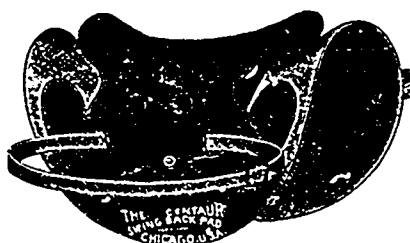
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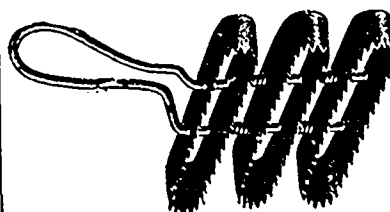
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