

Mining News.

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and Investors.

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GRATEFUL TO MCKINLEY.

Three weeks ago we pointed out that the effect of the McKinley tax on raw ore would encourage the building of smelters in Canada, an article, by-the-way reproduced in a paper in the Western States without any credit. In this issue is an editorial from the Calgary Herald in favor of the building of a smelter there because of the high duties imposed by the States. If McKinleyism will only help Canada in every point as it does in this, what a blessing it will be.

ENGLISH ENDORSATION.

The British papers are beginning to recognize the fact that Canada will shortly take a foremost place in the mining industry of the world. From extracts in another column it will be seen that the London, Eng., Journal of Commerce says that "mining is beyond the experimental stage." that there are "properties of indisputable value." while the Mining Journal of the same place says that "the gold fields of Ontario are the most promising in the world."

Such statements taken from many similar ones, show that even the very cautious journalists of Great Britain, who are not easily enthused and are beyond suspicion of being bought, really endorse the mineral wealth of Canada. This means the investment of British capital and the speedy development of our mines. Meantime, those out here who hesitate to take a share in this development will certainly regret it.

SMELT NATIVE ORES AT HOME.

"There never was a more favorable opportunity for a successful effort for the establishment of a smelter at Calgary than there is to-day. There is now no possible doubt of the extraordinary mineral wealth of the Kootenay, and the recent decision of the United States Government to double the tariff on lead imported into that country must necessarily create a demand for home refineries. High freights and high reduction charges have been found necessary in order to prevent the rich silver lead ores of British Columbia from killing the low-grade camps in the Western States. On the basis of the duties now established by the United States Government the tax on Slocan ores would be somewhere about \$20 per ton. The freight and treatment rate from Sandon and Kaslo amounts to \$21 per ton, so that altogether it would cost the miner \$40 per ton to have his ores reduced. Now, in the immediate neighborhood of Calgary we have the best coking coal in the world, a solid fact which has been proved beyond doubt, and we are within comparatively easy reach of the mining district. With the Crow's Nest road in operation, which we hope soon to find an accomplished fact, the cost of transport could not be at all oppressive. A smelter has got to be built somewhere on this side of the boundary, and Calgary offers advantages which are not within the reach of any other point.—Calgary, N. W.T., Herald.

SMALLEST MINE IN THE WORLD

The smallest coal mine in the world is in the southern province of New Zealand, where, according to the reports of the inspectors of mines for the colony, the Murray Creek Colliery is worked by one man, T. Bolitho, a Chinaman, who owns and works this small, but to him valuable, coal mine. There is another small colliery in the same province worked by one man with the assistance of a donkey. The next smallest colliery is in England, in the village of Nelson, Lancashire. It is situated near the Colliers' Arms, and affords employment for two miners, father and son, who combine in themselves the positions of proprietors, managers, miners and haulers of the undertaking. They have the assistance of a donkey, and all the output of the mine is sold to the householders who live in the village or its immediate vicinity.—Springhill, N.S. News.

THE NEW RAILWAY.

A. F. Heinze is a plucky man and one whose enterprise British Columbia ought to be proud of. He has determined to build a line of railway from Robson to Penticton and apparently he will carry out his determination in the face of all difficulties.—Rossland Record.

Last winter Heinze went to England to raise money to build his railway, but the English capitalists had not sufficient confidence in the future of British Columbia to invest in the project. Heinze would not be outdone but has determined to use every dollar of his own private fortune to further his cherished enterprise. To that end he has mortgaged all his property in Butte for the sum of \$1,500,000 and will proceed at once on the construction of his Penticton Railway.—Rossland Record.

PRECIPITATING ZINC.

A method of precipitating zinc in aqueous solution in the shape of dense plates of commercial thickness by means of electricity has been found at the zinc works at Duisberg in Germany. The process, which is kept secret, was discovered by Prof. Dieffenbach of Darmstadt. The economic difficulties in the problem have also been solved, as the works are turning out ninety tons of zinc a month and are to be enlarged.

ANOTHER ROAD.

From an excellent source it is learned that the O. R. & N. has had a force of engineers out in the field surveying the most feasible route and that they have reported the result of their labors. From this report the most favorable route said to have been found is to start from the main line at either Umatilla Junction or Wallula and follow up the west side of the Columbia River through the counties of Yakima and Kittitas, leaving the valley of the Columbia at the southern boundary of Okanogan County and striking directly north through that county to nearly the Canadian boundary line from whence the road is projected in an easterly direction through the northern part of the north half of the Colville reservation as far as the Kettle River and thence north, crossing the boundary line at a point near Boundary Creek.—Spokane Chronicle.

BANCROFT, ONT.

"Bancroft has the richest iron ore in the largest deposits to be found in the great iron belt of which it is the centre, and which extends northward about thirty miles, east to the K. & P. railway, about sixty miles; south to Eldorado, about forty miles; and west to Haliburton, about sixty miles. Bancroft, the magnetic centre of the iron district, has been endowed by nature with the most unique water power unfailing in supply already harnessed to important industries, and capable of being developed to thirty or forty feet of 'head.' Another natural endowment is a large bed of limestone, right where it would be needed. Large outcroppings of the very purest magnetic iron ore are held by miners (who are awaiting railway facilities), within one mile of town, immense forests of heavy timber suitable for making charcoal lie on every side of us. Our crying need in the development of the iron mines is a railway, and the great need of a railway is traffic. The quickest way to get over the two difficulties would be for the mine owners to begin development and guarantee to the railways sufficient traffic to make the railway a paying investment."—Bancroft Times.

PERSONALS.

Mr. Howard C. Walters has been laid up at the Windsor Hotel with a severe attack of grippe, but is now recovering.

Mr. A. W. Morris was detained by a wash-out on his way west, but has reached Spokane.

Mr. Carss, of Messrs. Harrison and Carss, of Rat Portage, is in the city.

Mr. Laut is in town representing the Ibx Co. of Slocan, and has formed a partnership with Mr. Lynn T. Leet to represent the company in Montreal.