

23-24, among the many resolutions submitted by numerous local associations in various parts of the Province was one from Rossland relating to sale to the highest bidder of Crown-granted mineral claims forfeited to the Government for non-payment of taxes, and on which, after forfeiture, discovery of mineral shall have been made. Under existing regulations, the procedure is for an applicant to guarantee certain costs and then tenders are invited for purchase of such claims. This means that a man may prospect a forfeited claim and discover valuable mineral, and then have to compete with others in tendering for purchase of same. The object in view in urging a change is to provide for a prospector deriving the benefit, upon reasonable conditions, of any discovery of mineral he shall make on a claim forfeited to the Crown. As it is, there is nothing to encourage prospecting on forfeited claims, since there is no provision assuring to a prospector benefit from his work, it being open to any one to tender for purchase of a claim after it shall have been shown by the work of a prospector that mineral occurs on it. The change recommended by the Rossland resolution has for its chief object the protection of the prospector from competition and probable loss after his work shall have proved the claim to either be valuable or that there are indications of promise of favorable developments on further work being done. The last clause of the resolution, as endorsed by the convention, reads thus: "Be it resolved that the Provincial Government be urged to make such provision as would allow of such forfeited mineral claims becoming available for being acquired by prospectors and others at a cost equivalent to that of fulfilling all ordinary requirements of the Mineral Act up to and including Crown-granting, and to make provision for arranging for deferred payments, so as to make it practicable for prospectors to acquire such mining property. Such a regulation would protect prospectors from undue competition, would provide for the payment to the Government of as much as is required to be paid in either cash or work in order to obtain a Crown grant to a mineral claim in the ordinary course of procedure under the regulations relating to the Crown-granting of mineral claims, and would give the applicant for purchase the benefit of deferred payments similar to those under which other Crown lands are purchasable ordinarily.

Portland Canal Tunnels, Ltd.

A report made by the manager of the Portland Canal Tunnels, Ltd. (Mr. W. J. Elmendorf), under date Jan. 1, has been published. It reviews the work done in connection with driving a long deep-level crosscut adit during a period of fifteen months—October, 1912, to the end of 1913. The report first mentions the object in view in driving this tunnel, with connections, "for the principal purpose of mining and handling the ores from the 'Portland Canal fissure zone.' Another important reason for driving the tunnel is the ultimate improvement and utilization of the water-power from Glacier creek."

Continuing, the report says: "Preliminary work for the tunnel was begun in September, 1912, and it consisted of clearing, road-making, and the erection of necessary buildings. The portal set of timbers was in place on Oct. 23, 1912, 42 ft. beyond the point where the ground was first broken. The progress from the portal to bedrock through the hillside gravel was necessarily slow and costly, but by Jan. 1, 1913, the face of the tunnel was 141 ft. in and the gravel left behind. From that point to the present face the bore has been in solid rock, and no timbering has been needed. On Jan. 1, 1914, the face of the tunnel was in 2,813 ft. from

the portal, or 2,855 ft. from the starting point. During July and August, 1913, an adit 80 ft. in length was driven from a point 730 ft. in the tunnel, out to the Glacier Creek canyon. This supplies an excellent dumping ground and shortens the tramping and ventilating distance by 650 ft. In addition to the work in the tunnel proper and the adit, 50 ft. of drifting was done during December, 1913. The total of underground work done in 1913 was 2,844 ft. This work has been done at a cost of less than \$22 per foot, including all equipment and the salary of the manager. In the case of rails, pipe, air drills and blowers, not more than 50 per cent. of the first cost should be charged off at this time. A similar proportion, at least, applies to the salary of the manager, as his services have been largely along the lines of acquiring property for the company and assisting in the general conduct of its policy and administration. With a proper allowance for these items the cost will approximate \$20 a foot. When consideration is taken of the facts that \$4 a day was paid to miners and muckers, and that the men were very well fed, the cost of driving the tunnel is low.

"On Dec. 22 drifting to the south on the No. 2 vein, cut by the crosscut, was commenced at a point about 2,638 ft. from the portal of the adit. By January 1 the face of this drift was in 27 ft., and the showing is described as having been 'most promising.' On Dec. 27 drifting to the north on No. 1 vein, crossed by the adit, was commenced at about 2,343 ft. from the portal, and this drift was in 21 ft. at the end of the year. The manager's comment was, 'this work will be pushed, as any round may open ore.'"

Driving the crosscut adit is now being made secondary to drifting on the two veins, just mentioned. However, its further extension will be given attention whenever practicable, for, as stated in the report, "the face of the tunnel, 175 ft. beyond No. 2 vein, looks promising for cutting another vein and, judging from the distance between the veins on the surface, another is nearly due. Three more veins, at least, are included in the 'fissure zone' and the tunnel must ultimately be driven across them."

The manager concludes as follows: "With known ore to the north and south of the tunnel and the veins encountered entirely normal, as to physical condition and position, it would seem that there should not be any question as to the nature of future operations. Drifting, preferably on both veins, should be energetically pushed until ore bodies are reached. At the same time, the tunnel should be continued across the 'fissure zone' when such work can be done without interfering with the drifts. We may still be fortunate enough to cut the veins ahead in ore and, in any event, they will be ready for later development."

COBALT, GOWGANDA AND ELK LAKE

Gowganda.—There has been a decided revival in the interest in Gowganda within the past two months and that portion of the silver field of Northern Ontario is now assured of considerable fresh capital.

It is also significant that for the first time the T. & N. O. Commission will visit Gowganda this month. Too much may be inferred from this visit; but it is certain that Mr. Englehart is more seriously considering the much urged extension of the railway from Elk Lake or he would not undertake the somewhat tedious journey. The agitation for the extension has been most persistent ever since the Elk Lake branch was put under construction.