

has been commenced. It is stated that more than 100 tons of ore of shipping grade is on the dump and being sacked for hauling to the present terminus of the Kettle Valley Railway, about 18 miles from Grand Forks. The ore has to be hauled in wagons 28 miles to the railway, whence it is taken to the Granby Company's smelting works. Cost of hauling to railway is given as \$15 a ton, and railway freight and treatment charges as \$6. Value is in silver and gold. No ore had been sent out in bulk previously, from Franklin camp claims.

#### YALE.

**Hope.**—The size of the ore body lately opened in the Aufeas mine, on Wardle Creek, has not yet been determined. So far a width of 26 feet of ore has been proved, but no wall has yet been found. The ore is arsenopyrite, with a little chalcopyrite, and gold is the principal valuable metal it contains.

The old Murphy property, situated on the north side of Fraser River, about one mile above Hope Railway station, has been bonded by A. Beamer and A. E. Raab, of Hope. The original mineral claim was located and development was done on it in the early sixties; later several other claims were located, and now the whole group is under bond. An 800 foot adit, driven long ago, has been cleaned out, and is being extended to connect with an old shaft. The ore is gold-copper of good grade.

#### COAST DISTRICT.

**Vancouver.**—A news item published in the Vancouver Daily Province read as follows: "Compromise has been successful in ending the strike at Britannia mines, Howe Sound, which has been in progress since February last, and which affected some 600 men. As a result of negotiations, which have extended over some weeks, notice is given that at a meeting of the local members of Britannia Miners' Union, held on August 27, the strike has been declared off. Notice of this action has been sent to all parties interested."

Shortly afterward the vice-president and general manager of the Britannia Mining and Smelting Company caused the following to be published in Vancouver: "There has appeared in the various papers published in Vancouver a notice that the strike at Britannia mines had been declared off, a compromise having been arranged with this company. So far as this company is concerned, we desire to state that no compromise of the strike has been arranged by nor on behalf of the company, and so far as the company is concerned the conditions are the same as they were in February of this year."

It may be added that in February less than one-half of the 700 men then employed by the company (that being the full number then on the company's pay roll and including Japanese and Chinese labourers employed in railway grading and other surface work, and some 50 white carpenters engaged in erection of buildings), went out on strike at the behest of the local officials of the Western Federation of Miners. Within six weeks the places of miners, shovellers, trammers and other underground men who had struck, were filled, and ever since Easter the company has been turning away men seeking work at its property. Not one of those who struck work has been re-employed, all having been warned when they responded to the call of the Union that it would be useless for them to seek work at the Britannia again, since it would not be given them. The management emphatically denies having made any compromise with or concession to the strikers, nor does it intend to. Its mines are now operated by non-union labour entirely. It is noteworthy that the

output of ore for eight months of 1913, to September 1, was approximately 132,000 tons, that quantity having been 11,300 tons greater than for the corresponding period of 1912. The local Union officials blundered badly in calling a strike, and the Britannia members have had to pay the penalty. They were employed by a company financially strong, with years of work ahead of it; they were being paid at the highest rate of wages obtaining at the copper mines of the province; the food supplied to them was the best obtainable, and the bunkhouse accommodation generally better than at most mines; while in provision for recreation, in hospital accommodation and medical attention, and in other matters, the company had done all that reasonable men could expect of it. The chief result of the attempt of Union officials (who over-rated their power to deal as they pleased with the Britannia Company to coerce the company) has been to bring about the establishment of a strong non-union camp at the largest productive metal mine in the Coast district, and this the men who responded to the strike call now realize.

**Nanaimo.**—The Western Fuel Company and the Pacific Coast Coal Mines Company have not conceded the demands of the officials of the United Mine Workers of America, nor have they yet resumed work. A number of fire bosses and others are keeping things in shape at the Western Fuel Company's mines, but the company's headquarters at San Francisco having made arrangements to get from Australia and Japan all the coal it will require to supply its customers in that city, and having as well chartered two vessels to take coal from Puget Sound, Washington, to San Francisco if needed, there is no immediate need for it to attempt to operate its mines here. It is understood the Pacific Coast Coal Mines Company will shortly endeavour to operate its mines at South Wellington. The Canadian Collieries (Dunsmuir), Limited, is resuming work at its Extension colliery; the output of the mines at its Cumberland colliery has latterly averaged more than 2,000 tons of coal a day, which is within one or two hundred tons of the average when things were normal before the labour trouble arose.

#### PORTLAND CANAL.

**Stewart.**—By the middle of September the low level adit being driven by the Portland Canal Tunnels, Ltd., within four miles of the town of Stewart, at the head of Portland Canal, had reached a distance from its portal of about 2,000 feet. Assuming that what appears to be the main vein of the fissure zone of the Portland Canal Mining Company's group of mineral claims continues to depth, the calculation made before the work of driving the adit was undertaken was that a distance of 2,300 feet would have to be driven to reach the vein, on its dip, at 620 feet below the surface working known as the Richard cut. On August 25 a 5-inch veinlet of quartz was cut by the adit; the quartz contained a fair proportion of pyrite and a very little galena. On August 28 the face of the adit was in a larger vein of white quartz containing pyrite, and crossing the adit diagonally. This vein has since been proved to be 11 feet 6 inches wide and to be fairly well mineralized with pyrrhotite. The manager reports that while he does not expect the ore from this vein to assay more than a dollar or two, the really interesting question is what will be found at the junction of this vein with the main vein to cut which the adit is being driven. The point of junction is calculated to be about 150 feet south of where, assuming projections to be correct, the adit will enter the main vein.