

New York representative will be Mr. William Wallace Mein, now directing mining operations at the Dome mine, Porecupine. Long experience in responsible positions in South African gold mines and in Alaska, has qualified Mr. Mein for the office of guide and advisor. To him will be referred the examination, appraisal, and development of prospects and mines.

Not only is the new company a visible token of the growing importance of mining, but it is also definite evidence of the fact that the Canadian prospector will henceforward have a satisfactory possible purchaser for his claims.

Such an organization has long been needed. The interests of the honest prospector, of the mining engineer, and of the promoter demand that they be not forced to appeal to the cupidity of the public. The power of the Canadian Mining & Exploration Company is almost unlimited. If wisely directed, and we have no reason to believe that it will be anything else, it will do much for mining in Canada.

It is pleasant to note, incidentally, that the president, Mr. Ambrose Monell, is taking no salary. While it is probable that Mr. Monell will still be able to pay for his meals, there is no doubt that his new duties will make large demands upon his time. The absence of salary indicates a wholesome sporting spirit.

The *Canadian Mining Journal* has no hesitation in extending its best wishes to the Canadian Mining & Exploration Company, Limited.

#### CANADA'S FIRST RESCUE CAR.

Our readers will learn from our Nova Scotian special correspondence that a rescue car has been equipped and placed in commission by the Nova Scotia Steel and Coal Company. The Dominion Coal Company was the first Canadian mining corporation to establish a rescue station. It does not, however, possess a rescue car. Thus the two large eastern companies are pioneers in this admirable work.

The new rescue car is most completely fitted with the latest appliances. Twelve Draeger apparatus, oxygen supplies, electric hand lamps, portable telephone and a full surgical outfit are placed in it. At a moment's notice the car, fully manned, will be given right of way on the company's tracks.

This is a provident and humane step on the part of the Nova Scotia Steel and Coal Company.

#### OIL VERSUS COAL.

Some fear has been expressed that the recent recommendation of the Railway Commission requiring the burning of oil as fuel in place of coal on locomotives in forested sections of the Pacific slope, will, if acted on, seriously affect the coal mining industries of Alberta and British Columbia. So far as we are able to judge, however, there is no grave cause for alarm on this score. The collieries that will be affected chiefly by

the change are those of the Crow's Nest Pass and of Vancouver Island. The markets, other than railway demands, are in each case expanding. This is particularly true as regards the coast, where the rapid growth of the cities has resulted in a marked increase of coal consumption both for domestic and manufacturing purposes. The difference in cost between coal and oil while unimportant in Southern British Columbia, is very considerable in the north; and on this account alone it is more than probable that the Grand Trunk Pacific, possibly the Canadian Northern, would have decided to burn oil on locomotives over the Pacific section of the lines. Thus coal delivered at Prince Rupert costs at present \$7.50 a ton, whereas oil is obtainable at less than a dollar per barrel of 42 gallons. Since four barrels of oil (of 17½ Beaumé gravity) are equal for steam purposes to one ton of the best grade of steam coal, the economy in the use of oil in the instance cited is, of course, apparent.

#### THE WORLD'S COPPER.

According to statistics compiled by Aaron Hirsh & Sohn, Canada ranked tenth in the list of copper producing countries during 1911, with 21,000 long tons to her credit. The United States produced 487,300 long tons last year, more than half of the world's total, and Japan came next with 55,000 long tons, Spain and Portugal together producing the same amount. Mexico was fourth with 54,040 long tons. Australia fifth with 44,600 tons, and Germany, Russia, Chili and Peru, sixth, seventh, eighth and ninth respectively. Japan is the only large producer whose record since 1902 with the exception of a very slight drop in 1907, has been one of uninterrupted progress. In 1902, her output was 28,600 long tons; in 1911, 55,000 long tons. The United States produced in 1911, 56 per cent. of the world's output; Japan, 6.3 per cent.; Spain and Portugal, as noted above, the same; Mexico, 6.2 per cent.; Australia, 5.1 per cent.; Germany, 3.5 per cent.; Chili, 3.4 per cent.; Peru, 3 per cent.; Russia practically the same; and Canada, 2.9 per cent. In the years 1903 and 1907, Canada's proportion was 3.3 per cent. Canada, it would seem, is hardly holding her own as a producer.

The chief European consumers of copper during 1911 were Germany, 234,985 long tons; England, 159,736 long tons; and France, 106,408 long tons. The total European consumption was 640,009 long tons. North America took 316,791 long tons; and South America about 3,000. The world's consumption was 986,300 long tons; Asia, Africa, and Australia taking only 26,500.

Figures for December 31st, 1911, show that England had 42,104 tons on hand; the United States, 39,937 tons; and France, 5,254 tons. At Rotterdam and Ham-