

station without waste of power. The shaft house is large and well built and a good stem hoisting gear has been put in. The main shaft is down 65 feet and about 50 feet of crosscutting has been done to test the width of the vein. Your correspondent went down the shaft with Dr. Coleman, Dominion geologist and F. B. Morgan of Cleveland. Mr. Morgan was interested in the formation, which is somewhat peculiar.

The hole is in what is known as fall band and runs N. E. by S. W. in the Huron rock near the contact of the Laurentian. At a depth of 65 feet quartz has appeared, and if this continues the development will no doubt be a bedded or lenticular vein. Another shaft has been sunk at a distance of 205 feet and they are now preparing to run a drift between these two shafts, the dip being to the northwest the main shaft is no. 1. The pumping station is a special mention. As you descend to the 61st level you hear the pump working but you cannot see it. A little room or cave has been blasted for it in the country rock and in this way space in the mine proper has been saved.

On leaving the shaft house Mr. Partridge proposed that we have a "panning party." In a small log building are a number of bins showing rock from the six different lodes on the property. Col. Morgan, who is a mining man of wide experience in Mexico, Texas and other western states, had said when looking at the dump that it looked more like paving stones than anything else. The colonel therefore had first choice for a panning and chose the worst looking bit of rock he could see. As soon as the washing began the pan was watched with interest and glasses were brought out but were not needed long before the washing was finished. A rusty yellow tail appeared in the left hand corner. Ten pannings were made in all the rock, being chosen by the guests from the bins, from the dump from anywhere they liked, but it all showed gold some more, some less but it appeared in every pan.

An adjournment was then made to the dining room and it must have reached the heart of the cook to see the way that board was cleared. After dinner Mr. Crotty moved a vote of thanks to Mr. Partridge for his kindness in entertaining so many. He spoke highly of his push and enterprise in the development of the property. Col. Crawford seconded the motion which being put, was carried with much hand clapping and the singing of "Bo's a Jolly Good Fellow."

Mr. Partridge in replying expressed the opinion that however many tests in minerals were made a business man should be at the head of it. He thanked his guests for the kind things said, and invited them to come again, asuring them that a watch string would always be on the outside.

It had been whispered abroad that the day was an auspicious anniversary with Mr. and Mrs. Blue, to wit a wedding day. Dr. Coleman on behalf of the company tendered congratulations and trusted they would receive them upon their golden wedding day.

Mr. Blue, in returning thanks, said no happier way of spending their anniversary could have been chosen. He hoped if they lived to have a golden wedding they would spend it at the Scramble mine; that all then present would be able to attend, and Mr. Partridge many times a millionaire from the ore of the Scramble.

The press was called upon. Mr. Morgan, on behalf of the United States press spoke well and briefly; Mr. Acton Burrows maintained the reputation of Eastern Canada; and your correspondent modestly endeavored to keep up Manitoba's end of the stick. Mr. Halstead, the manager, was called for, and gave a humorous account of why the mine was called the Scramble. Col. Morgan as an experienced mining man was the last speaker and his words made glad the heart of all interested in Western Ontario. He said he had been greatly impressed with the richness of the prospect and the ease of development. He would like to have the Sultana mine as he was sure with proper working he would be a millionaire in a short time. He would like to have the Scramble, for though an old man he was sure he could be a millionaire out of it before he died.

DELEGATES

Among the delegates to the convention are the following: J. H. Triggs, Duluth; G. M. Yeomans, Dryden; A. C. Annis, A. C. Jamieson, Duluth; B. Winning, Ottawa; Col. J. S. Morgan, F. B. Morgan, Cleveland; H. L. Gordon, Los Angeles; James T. Hale, D. W. Scott, J. D. Stryker, Charles L. Lewis, J. Neil, Duluth; Jas. Anderson, A. Skene Dryden; Chas. A. Parker, Austin, Minn.; Jas. Cash, Duluth; A. P. Fowler, San Francisco; P. D. McKinnon, A. P. Horseman, W. E. Judd, Winnipeg; G. F. Cleveland, Danville, Que.; S. W. West, Thos. F. Wardell, F. G. Conklin, B. E. Chaffey, Thos. Black, W. H. Rourke, Winnipeg; J. L. Morrison, Duluth; G. H. Barnhart, Denver, Col.; Carl Reinhardt, Montreal; A. C. Morris, Perth; A. G. Elliott, Lucknow; Jas. Warren, Walkerton; E. S. McLean, Lucknow; D. A. Yeomans, Alexander; Anthony Blum, San Antonio, Texas; J. H. McGregor, Toronto; E. G. Bagnshaw, Winnipeg; L. A. Williams, Duluth; J. E. Hardman, Montreal; L. W. Partridge, Detroit; S. Muaker, Trail, B. C.; A. Gibson, P. del Mar., South Africa; W. Kirkly, Winnipeg; J. D. Crawford, Montreal; Hon. H. Alymer, H. B. Alymer, Richmond, Que.; A. B. Upton, E. W. Barnes, Duluth; Jas. A. Livingstone, F. Knight, Jas. Miller, Winnipeg; Jas. C. Beebe, New York; Geo. H. Campbell, Winnipeg; Chas. F. B. Swisay, Grimsby, Ont.; D. C. Blair, Truro, N. S.; John McTaggart, Brandon; Jas. D. Barton, Duluth; H. Labor, Jos. Lafontaine, Walkerton; Judge Deacon, Pembroke; Jas. A. McKee, Niagara Falls; W. R. White, Rossland, B. C.; Geo. T. Ross, Montreal; Chas. E. Hall, Hamilton; Geo. McPhillips, Windsor, Ont.; E. Thornton, Moosomin; Frank McPhillips, Winnipeg; L. O. Armstrong, J. Steeat, Montreal; D. L. Kelly, Duluth; J. O. Ahlberg, Sweden; H. E. Dickson, Ottawa; M. C. Flynn, Duluth; M. Begg, John Fisher, Fort Frances; P. D. O'Phelan, Coocleching, Minn.; W. L. Goodwin, Kingston; R. J. Butter, Hamilton; R. J. Gilbert, S. F. Kramo, London, Eng.; M. McFadden, Nepeawa; T. Breedenbach, Mikado mine; S. M. Bole, Norman; W. Braden, Winnipeg; A. McKenzie, Ottawa; Harry H. Cooper, Detroit; Leonard J. Robinson, Seine

River; E. I. Hutching, Winnipeg; J. H. Mas n, Toronto; A. McMicken, D. W. Role, G. F. R. Harris, Winnipeg.

Grading the Grain.

The board of management of the Joint Traffic association has recommended rules to govern upon all shipments of grain from Canada exported via the port of New York. All shipments of grain from Canada will be handled according to grades established by the boards of trade of Toronto, Montreal and Winnipeg, and grains so graded will be placed in bonded bins of the elevators and boats of the trunk lines at New York with other Canadian grain of like quality and grade. The maximum number of grades which can be accommodated in the bonded bins of the elevators and boats of the trunk lines at New York is fifteen. Grain from the province of Quebec will be placed in the same bins or boats as grain from the province of Ontario.

No through bills of lading will be issued on Canadian grain exported to European countries, via the port of New York until it has been ascertained that the grain has been properly graded in compliance with these rules. Manitoba grain will be inspected and graded before being forwarded from Winnipeg on the Canadian Pacific railway, or Emerson on the Northern Pacific railroad, and a duplicate certificate of grade from the Canadian government inspectors attached to the way bills.

Grain from the provinces of Quebec and Ontario will be inspected and graded in Canada before passing the frontier, and the cars will be turned over to the trunk lines. Grain so arriving in New York will be placed in the grades established by the Canadian boards of trade and certified by the government inspectors of the Dominion of Canada subject to the same storage and handling charges as domestic grain. The managers further recommend that these rules be also made applicable upon shipments of Canadian grain exported via the ports of Philadelphia or Baltimore, effective June 10, 1897.

Early Construction.

Freight cars in the C. P. R. yards are now being loaded with grading implements, tents, groceries and other supplies for the early construction work on the Crow's Nest Pass railway. It appears that the sub-contractors have been given a "tip," which has caused them to make all preliminary preparations to commencing the work at once. The Fairchild company yesterday loaded four cars of wagons, scrapers etc., and it was learned that their destination was the Crow's Nest Pass line. Several contractors in the city have been showing unwonted energy lately, and although they have nothing to say regarding the cause, it is well understood that it means that work on the line will be commenced as soon as those holding the contracts can get their supplies in the field. It is estimated that nearly \$50,000 was spent recently in the city purchasing supplies.