

nessy, President of the Canadian Pacific Railway, stating that when the ore output was increased further reductions might be expected. He urged the desirability of the Provincial Government paying more attention to the mining industry and would also suggest that the Dominion Government could help matters by reducing or abolishing the duty on mining machinery and explosives. In the Boundary District—in the centre of which the Snowshoe mine is situated—mining only commenced on a commercial scale in the year 1900, and during that year less than 100,000 tons were sent to the smelters. This year the output was about 500,000 tons, and up to date nearly 1,000,000 tons of ore had been treated, and there was every reason to believe that 1903 would witness a much greater output. The Snowshoe had already sent to the smelters about 20,000 tons of ore, much of which had been in the nature of experimental shipments to test values, and its output in the near future would be much greater.

SEVERAL OFFERS RECEIVED FOR THE MINE.

As a very large shareholder he was quite satisfied with the position, as stated in the cable he sent from the mine in September. An offer had just been received from certain well known mining men in America, who wished to purchase the Snowshoe mine, and several offers had been received within the last few months. It had been the practice in connection with this Company for one or more of the directors to visit the property every year, and under present conditions of honest and economical management, the mine, which was a very good one, would undoubtedly last for years and turn out a sound and profitable undertaking.

Dr. H. Lewis Jones, one of the directors, in supporting the motion, said he spent some weeks in British Columbia during last autumn and lost no opportunity of satisfying himself as to the position of the mine. They had abundance of ore which had been developed in a very economical manner. The great question for them to consider was the best and cheapest means of smelting or otherwise dealing with this ore. In the neighborhood of the Snowshoe the cheapest mining and smelting in the world was being done. While there he had looked carefully into the whole question and was satisfied that the Company could make a considerable addition to their profits by owning their own smelter. Owing to the self-fluxing nature of the Snowshoe ore it could be smelted cheaply, and in all probability if they owned their own reduction works they could make an additional profit of 75c. or \$1 a ton on their output. It was desirable that any large mine, such as the Snowshoe, should own or control its own smelting works, thus operating the mines and the smelter as a whole, and secure all the profits there were in handling these enormous bodies of ore.

The resolution for the adoption of the report and accounts was unanimously carried.

Mr. Philip Waterlow moved and Colonel Satterthwaite seconded the re-appointment of the retiring director, the Earl of Chesterfield.

The retiring auditor, Mr. John Cooper, was re-appointed, on motion of General Berkeley, seconded by Mr. Lefroy.

Mr. C. Guy Pym, M.P., moved a vote of thanks to the chairman. This was seconded by Mr. A. J. McMillan, managing director, who stated that just before he left British Columbia, in November, the Dominion Government had removed the obstacles in the way of the Great Northern Railway building through Southern British Columbia, and officials of that company had assured him of their intention to build to the Snowshoe mine at an early date.

The resolution was carried and the proceedings closed.

SUPERINTENDENT'S REPORT.

Mr. J. W. Astley, Superintendent of the mine, reported as follows:—

PHOENIX, B.C., Nov. 10, 1902.

GENTLEMEN:—

I herewith beg to submit my report of operations on the Snowshoe mine from June 30th, 1901, to September 30th, 1902.

The number of lineal feet of underground development, composed of drifts, crosscuts, raises and winzes, to the 30th of September, was 5,766 feet, and including the three compartment shaft, 295 feet, brings the total to 6,062 feet. Of this amount 1737 feet have been driven in the fifteen months under consideration. This does not include any of the surface cuts, etc., which extend over a large area.

Nine thousand and sixty-six (9,066) tons of ore have been shipped to the smelters, and of this amount 3,237 tons were shipped in September. In September, 1901, a large area of ground was stripped, leaving the ore exposed and ready for

extraction. It is from this part that most of the ore has been shipped and is being quarried at the present time.

In addition to the old buildings, the following have been erected and put into use. Bunkhouse, a two story frame building, well ventilated and fitted with wash and bath tubs; boarding house, with spacious dining room and mess room for staff; superintendent's house, foreman's house, office building, compressor house, boiler house, ore bin. The timber has been ordered for the following. Ore bins on new railway spur, with capacity for 2,500 tons; headworks over new shaft, and hoist building.

In December last the order was given for the new compressor, but it was not delivered till June, and was installed and put into use on August 11th. It is the high pressure half of a Rand Corliss Cross compound, condensing steam and compound air compressor, and is so constructed that it can be operated by either steam or electricity. The half at present in use is driven by steam, and is guaranteed to supply power for ten 3¼ inch drills at an altitude of 5,000 feet above sea level. A five inch air main was put down from the compressor to a second air receiver, situated at a central point, and from there the air is conveyed through smaller pipes to the different workings.

Two 80 h.p. boilers, of the return type, set in brick, were installed with the compressor. These boilers are built of steel plate, having a tensile strength of 60,000 pounds per square inch, and are designed to carry a working pressure of 150 pounds per square inch.

The new shaft is a three compartment shaft, each compartment being 4½ feet by 5 feet in the clear of timbers. Two compartments will be used for hoisting purposes, and the third for air and water pipe lines, manway, etc. The location of the shaft was finally determined upon as being the best position for handling the ore bodies, at present developed, and for exploring below the present workings. The shaft is down 296 feet, and as soon as the necessary pocket arrangements are made for loading the skips, prospecting the ore body below No. 2 level will be resumed.

Three sidetracks have been graded and rails laid on the property. The first ore put in was to the present ore bin, and will accommodate eight ore dump cars, and is also used for unloading supplies, such as timbers, machinery, etc. The second is a short siding to the compressor for the delivery of fuel. The third is a spur from the main line to the site of the new ore bin; it is graded, and rails laid most of the distance; it is 1,800 feet long.

The small electric light plant, rated at 80 16 c.p. lamps, was at first rented, it being understood that the Cascade Power Co. would furnish us with light. However, the completion of their plant was postponed from time to time, and it became necessary to purchase a small plant sufficient for present requirements.

During the directors' visit here it was decided to operate the hoist for the shaft by electric power, to be supplied by the Cascade Power Co. A 150 h.p. double conical drum electric hoist has been secured, and will be ready to place in position as soon as the building is sufficiently completed to house it. The concrete foundation is now completed.

Skips of two ton capacity each will be used in the shaft and operate in balance. A head frame has been designed for the automatic dumping of these skips, and will be constructed with head room sufficient for a rock crusher if found necessary at any time.

The new ore bins and railway spur to them will be situated at a point 52 feet lower in elevation than the present tunnel, (known as the railway tunnel.) If found necessary, a rock crusher can be installed, and all rock crushed before delivery to the ore bins.

The low price of copper, together with the closing down of the smelters during part of the summer, on account of the Fernie coal strike, had a very depressing effect on the Boundary district. However, the coke difficulty has been settled. The smelters have all resumed operations and are making active preparations for increasing their output. Freight charges on ore have been reduced, with the probability of a still further reduction when the Great Northern railway system is built into Phoenix.

The price of copper has undoubtedly reached the lowest point, and is recovering. In short, everything points to the successful operation of these large ore deposits of the Boundary district.

In conclusion I wish to express my appreciation of the willing assistance I have received from Mr. Trevorrow, Mr. Tomlinson and Mr. Bannantyne.

Yours faithfully,

J. W. ASTLEY, Supt.