

C. OCHILTREE-MACDONALD AND THE "CANADIAN MINING REVIEW."

For the information of those of our readers who have noticed the attitude of the *Canadian Mining Review* towards Mr. Ochiltree-Macdonald, a contributor to the technical columns of THE CRITIC, we reproduce two or three of the comments of most respectable Canadian journals upon that gentleman's rather extensive writings:—

Winnipeg Free Press—"The knowledge of Canada displayed by the writer is really extraordinary," *vide* Hudson Bay Co. *Tolemic*.

Winnipeg Colonist—"Are Educational articles which should be read by Canadians," *vide* re "Notes on the Region of Eternal Coa'."

Canada Educational Monthly—"Able and interesting," *vide* re "Economic Features of the Dominion of Canada."

We may add that the *Mining Review* people have drawn upon and reproduced Mr. Ochiltree-Macdonald's writings to no inconsiderable degree, and do not hesitate to endorse an expressed opinion, viz, that in these instances such reproduction was an additional guarantee of their intrinsic worth. We are also in a position to inform the conductors of the *Review* that the two copies of THE CRITIC sent to Mr. Bell from Cow Bay were not, as Mr. Bell supposed, despatched at the instance of the "Cow Bay Management" as a delicate hint, that a "thing" at Mr. Ochiltree-Macdonald would be appreciated. The spare copy of the *Review* which reached the "Cow Bay Management" was therefore superfluous and unnecessary, more especially as the management, freed from the embarrassing presence of an associate of the *Review*, whose boarding house debts in Cow Bay are yet unliquidated, is now exclusively composed of gentlemen who are not agents for the dissemination of journals which contain contemptible attacks upon residents of that place.

The following are the official gold returns so far received at the Mines Office for the month of September:

District.	Mill.	Tons Qtz. Crushed.	Ozs. of Gold.
S. Uniacke	Eastville	11	137½
Uniacke	Geo. E. Dimock	40	8½
Central Rawdon	Central Rawdon G. M. Co	30	16
Killag	Old Prov. Min. Co. (Aug)	22	43½
"	" " " (Sept.)	70½	101½
Odham	Odham Gold Co.	235½	229½
"	Columbia Milling Co.	50½	12
Caribou (Moose River)	Moose River G. M. Co.	62	14½

NOTABLE GOLD RETURNS.—The Eastville mill at South Uniacke, owners Messrs Thompson & Quirk, returns for August 143½ ozs. gold from 15 tons quartz crushed, and for September 137½ ozs. gold from 11 tons quartz crushed, a total in two months of 281½ ozs. gold from 26 tons, or an average of nearly eleven ounces of gold per ton of quartz crushed. The Standard Gold Company at Odham returned as follows:—

July.....	286 ozs. 14 dwts gold from 86½ tons.
August... ..	477 " 17 " " " 41½ "
September.....	166 " 9 " " " 74½ "

Total 931 ozs. gold from 202½ tons.

This at \$19 50 per ounce equals \$18,154 ¾ dollars—not a bad showing for three months' work in a Nova Scotia gold mine.

WHY NOT IMPORT OUR ANTHRACITE COAL FROM ENGLAND?

We copy below an editorial from the *Engineering and Mining Journal* of New York which conveys the rather unexpected information that owing to the high rates asked by the anthracite coal barons in the United States Welsh anthracite is about being imported in large quantities into New York.

If it can be landed in New York at the low price stated in the *Engineering and Mining Journal* is there not a good opportunity for some enterprising merchant of Halifax to import Welsh anthracite to supply the Maritime Provincial market, and might not the business be extended to Montreal and Toronto?

"The most important news that the coal trade of the United States has for years heard of is now about to be announced.

When somewhat more than a year ago, the anthracite coal combination appeared to be firmly established, by the absorption or control by the Reading road of a very large part of the coal output, prices of anthracite were largely advanced, and it was confidently announced that they would be maintained permanently at a high mark. The *Engineering and Mining Journal* pointed out at the time the fleeting and uncertain existence of these combinations in general, and of coal combinations in particular, when they undertake to exact exorbitant prices for necessities, but the memories of the coal barons are proverbially short and our warning was unheeded. The collapse of the Reading has now gone far toward breaking up the control of the coal market and has somewhat reduced the prices of anthracite, though these are still very high. When the combination was at its strongest and prices were highest and the middlemen were being squeezed out of the business, steps were taken looking toward the sale of Welsh anthracite here at figures so low that they will bring a cold shiver to the coal barons.

These negotiations have been continued during the past year, and are

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now on the point of consummation, the only question still open being the term of the contract, which the Welsh producers wish to make for six months while the American importers desire it to be binding for ten years.

It will no doubt stirle the anthracite trade to learn that the price of the screened Welsh anthracite, free on board at Cardiff or other shipping port, as named in this contract, is 3s 6d., or say 85 cents per ton of 2 240 lbs., while it is counted that the cost in New York harbor will not exceed \$2 per ton. There is no import duty on anthracite. The contract calls for deliveries of 500,000 tons a year, and as much more as is wanted is to be supplied, subject to the usual reservations in case of strikes, etc. The Welsh anthracite has, when dry, an average composition of 87 to 92 per cent fixed carbon, about 5 per cent of volatile matter, and 3 to 6 per cent of ash. It is an excellent steam coal, and no doubt would, at the prices mentioned, make serious inroads into the market for anthracite and even bituminous coal used in steam making. It would not however, become as popular a domestic fuel as our sized and clean anthracite, though a marked difference in price would open many doors to it.

The presence of this fuel on our market will cause the managers of our coal roads to consider more favorably the demands of the anthracite miners for lower tolls to tidewater, and the low prices at which it can be sold will be of interest to the holders of the coal road stocks.

It is rather curious that while we are arranging for the importation of Welsh anthracite at such extremely low prices as will make it a formidable rival to our own coal, we could ship our Virginia, Maryland and Pennsylvania bituminous coals to London at a large profit, owing to the high price (\$11 to \$12 a gross ton) which coal now commands there on account of the coal miners' strikes in the north of England."

V.—THE COAL FIELDS OF BRITISH NORTH AMERICA.
THE COLLIERIES—BRITISH COLUMBIA, 1892.

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C. OCHILTREE-MACDONALD.

Of all the British American collieries those of Vancouver, as exposed in their natural markets to the acute competition of various countries, most resemble the hard pressed collieries of Great Britain. At present the San Francisco market is flooded with cheap coal; freight rates from Liverpool and Australia still rule low, and the abnormal quantity of idle tonnage now afloat indicates that such will preserve their present level for some time to come, thus guaranteeing an indefinite continuation of low priced fuel from abroad. As a remoter factor in the situation Japan is steadily advancing as a producer of coal; during the last seven years the output of the Japanese collieries has risen from 310,000 tons in 1886 to 1,040,000 tons in 1892, and, as if all these drawbacks were not enough, the competition is largely marked by reckless shipments, which disorganize the Vancouver industries. There, as in Nova Scotia, the tariff wall is a source of restriction to the Canadian industry, presses with even greater force upon the western than the eastern pits, and excites a strong Provincial feeling among employers and workmen in favor of reciprocal trade relations with the United States. As an auxiliary to the production of coal, fireclay of superior quality, pronounced equal to any of the siliceous clays extracted in Great Britain, is becoming a noticeable item in the colliery economies and guarantees a sturdy, lucrative allied industry at some future date. The ports of shipment are Navaimo, Departure Bay and Union near Comex. The number of collieries is four, and in descriptive order are:—Navaimo Colliery—operated by the New Vancouver Coal Co., subdivided into (A) "No. 1 Pit Espanado," 650 ft. deep, at the bottom of which No. 1 North Level "runs away," intersected 50 yards "outbye" by a slope driven to the east 1 000 yards, with a north level driven 600 yards from the junction, all of which are under the waters of Navaimo Harbor with a 600—700 foot cover of hard rock, workings driven pillar and wall, ventilation at the rate of 78,000 cubic feet of air per minute per 170 men and 23 mules, conducted on what is termed the "separate split system," per Guibal Fan 36 ft. x 12 ft., 34 revolutions per minute, water gauge 1½ in., electric haulage per electric locos, traveling with as much as 60 tons at 6 miles an hour, electric lighting, compressed air pumps (B) "No. 3 Pit, Chase River."—An orthodox colliery laid idle owing to the glut of coal in the market. (C) "Southfield Mine No. 1 and 2."—Idle owing to similar causes. (D) "No. 5 Pit Southfield."—Seam irregular to 12 ft. Orthodox. (E) "Protection Island Shaft."—Down 670 ft. to the coal on the south point of Protection Island (seam 5 ft., coal clean and good) on Jan. 12, 1892, whence a drift was immediately carried through to No. 1 Pit, Espanado, on the mainland of the island. (F) "Northfield Mine."—Shaft 445 ft., seam 3 ft. 8 in., 4 ft. 4 in. coal, hard, of good quality and a favorite in native and foreign markets. Idle, owing to glut in foreign markets. Total output for 12 months ending Dec. 31, 1892, 433 386 tons coal; fireclay 2,350 tons; sales for home consumption 130,000 tons coal; fireclay 1,850 tons; sales for export 307,623 tons coal. Total hands employed—Whites 1,159; Boys 43; Chinese 165. Daily wages—Whites \$2.50—\$3.50; Boys \$1—\$2; Chinese \$1—\$1.25. Value of plant \$350,000; equipment 11½ miles of rail, standard gauge, 56 pounds per yard; 8 pumps and hauling engines; 15 steam pumps; 5 locos; 220 6 ton coal cars; lumber and ballast cars; sitting shops; diamond bross to 4,000 feet; 150 h. p. electric plant; two 30 h. p. 8 ton electric locos; one 15 h. p. (4) ton loco (electric); 2,000 feet fronted deep water wharves independent of tides at Departure Bay.

Wellington Colliery subdivided into (A) "No. 1 Pit," shaft 300 ft., 8x18 ft., timbered with 4 in. plank to 60 ft. from "bank," where the lining is 20 in. timbered.

(Continued on page 16.)

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