

REVIEW OF MINING IN BRITISH COLUMBIA

(Continued From Page Eight)

Although still too early to form definite conclusions as to what developments may be expected to be on this property, indications at the depth reached are favorable and conditions generally appear to warrant the expectation that this district will yet produce an appreciably large tonnage.

The King Solomon Mines group, which includes the King Solomon and Queen of Sheba mines, shipped five carloads of ore to the Crofton smelter early in the year, after first having made wagon road connection to admit of hauling ore to the railway. Three cars of first class ore averaged 8 to 9 per cent copper and two of second class about 5 per cent, with small gold values in both grades. This property is a very promising one and, having big exposures of good ore, has attracted the notice of prospective buyers, but as yet has not been sold. The B. C. Mining Record, in a descriptive article, referred to it as a partly developed mine property with a comparatively large quantity of ore of excellent grade easily accessible, an advantageous location, being situated within four miles of a wagon road; an abundance of timber suitable for mining purposes; and conservative and capable management, both at the mine and in the Vancouver office.

No information was obtainable in time for this article concerning the operations of the Britannia Smelting Company, but it is known that its smelter at Crofton has been kept running practically the year through on ore and concentrates from the Britannia mines, on Howe Sound, and latterly in addition on ore from the Mt. Andrew mine on Prince of Wales Island, southeast Alaska. Custom ore from various points has been treated at these works. Improvements have lately been made to the blast furnaces and it is expected that a larger tonnage will be handled in future. In the Alouette district, on the west coast of Vancouver Island, which includes Alouette, Clayoquot and Quatsino mining divisions, there was but little mining in 1906. Among the few properties that were worked in the Alouette division were the Happy John, the Crook, Santa, and a claim in the neighborhood of Great Central Lake having a small showing of rich gold ore, which an arbitrator was ordered to investigate. The Big Interior group was under bond for a time but the option was not proceeded with. The property last summer and his report on it will appear in the next "Annual Report of the Canadian Geographical Commission." Development work was done on the June group but results were not of much moment. The other work done on the west coast was largely assessment work.

Coal.—The gross output of the coal mines of Vancouver in 1906 was about 1,438,000 tons, as shown below. From this has to be deducted the quantity used in making coke and the usual loss in assessments, etc. The approximate tonnage of marketable coal is not yet available. The Wellington Colliery Company mined 794,018 tons of coal in the following proportions: Comox (Cumberland) mines, 408,501 tons; Wellington (Extension) mines, 285,517 tons. The quantity of coke made at the company's coke ovens at Comox was 13,098 tons. Total sales for the year, including taxes, were 17,000 to 18,000 tons. Last spring, after the San Francisco disaster numbers of the men were permitted to leave the mines to seek employment elsewhere, which, as it transpired, was unfortunate, since, when late in the year the demand for coal became very acute, it was found impossible to get enough men to work the mines at their full capacity. The result was that the output was not much more than one-half the producing capacity of the mines.

The year's work at Extension was very much the further development of the mines previously in operation, with no new mines opened up. The direct railway to the company's shipping bunkers at Ladysmith, known as the "short line," was completed and opened for the coal traffic, this rendering the company independent of the B. C. N. railway, which had been sold to the C. P. R. Company. The opening of this branch line of 10 1/2 miles in length was delayed by the necessity for the erection of a bridge over Nanaimo River, about 770 ft. long, including two centre spans of 100 ft. each. Some 300 men are employed at Extension and more are much needed. At Comox work was along similar lines to that at Extension. The chief new work undertaken was the substitution of water power for steam for operating the large cone washer at Union. A pipe line of some 2 1/2 miles of 14-in. steel pipe, was constructed and a Pelton wheel placed over the washer. Provision is thus made for the driving of the machinery as well as for washing the coal.

There is not much information available at the time of writing relative to the Western Fuel Company's operations at its Nanaimo and Northside (Brechin) mines. The latter mine was idle four months, consequent upon the temporary falling off in the demand from San Francisco for coal. The mine, however, was opened towards the close of the year. The company's production for the year amounted to 375,000 tons gross, 260,000 tons of which were mined at Nanaimo (No. 1 shaft, Eplandale, and Protection Island mines), and the balance of 115,000 tons at No. 4, Northside.

Iren.—In the Bentlev district, N. E. Newton and associates further developed their Gordon River iron properties. These iron deposits extend from Gordon River to Squabog Creek. The lowest, or most easterly, claims are held by Young Brothers of Saanich; then comes the Newton property, and above this is the Bentley, McGregor et al. The last mentioned has been under bond to J. A. Moore of Seattle, whose option was to run until December 31. Some work was done on the Bentley-McGregor property in 1906, but no particulars have been received. On the Newton property development work, consisting of surface stripping, open-cutting and the driving of a tunnel about 60 ft. into the ore, resulted in the uncovering of ore estimated to represent approximately 250,000 tons. The face of the tunnel is about 60 ft. below the surface, driving gaining about foot for foot in depth, and is still in ore. Those interested are of opinion that the prospects of an iron furnace being established on the coast of British Columbia are favorable.

The bog iron claims at Quatsino Sound are under option to Mr. Moore, but nothing is known to the writer as to what was done on them during the year. Cement.—The demand for Portland cement is very brisk, so much so that the Vancouver Portland Cement Company of Victoria, during the year increased the capacity of its works at Todd Inlet by one half, making its capacity 900 barrels per day. A further increase is found necessary and for this additional power plant, grinding machinery and another kiln are being obtained. The extension of the works requires the erection of four more buildings—64 by

200 ft. 20 by 163 ft., 58 by 91 ft., and 50 by 70 ft., respectively, two of which have already been built. The cost of both labor and materials has advanced, consequently the cost of making the cement is increased, but the company is endeavoring, by enlarging its manufacturing capacity, to keep down cost and thus avoid the necessity that would otherwise exist for raising the price of its product. Prices for export have been higher than was charged locally, but no advantage was taken of the opportunity to secure the higher rates. Whether local prices can be kept down will be determined by the result of present efforts to reduce cost of manufacture. Practically all the cement used in the Province last year was produced by this manufacture. Both Victoria and Vancouver used a considerable quantity, while much was also used in the mining districts and other parts where construction work called for the use of cement. It is hoped that with a larger output capacity an export trade will be built up ere long. The company already has storage capacity at its works for 75,000 barrels and this will be enlarged as required. Its shipping facilities at Todd Inlet are sufficient for all the cement it will be practically a manufacturer.

Texada Island Recent developments on Texada Island have proved that the borate ores characteristic of the producing mines continue in depth and retain their good gold values. The Marble Bay Company has had this satisfactory result. It is developing below its 750-foot level, and it is expected that the main shaft of the Copper Queen will be deepened to 1,000 feet. The shipment of ore from the Cornell has been resumed. Development work on the Loyalty property has proved that the ore outcropping at the surface continues down the Comodore has been equipped with a hoist, boiler, pump, etc., and buildings have been erected to accommodate the men employed on the property.

The Interior Smelters A few particulars of the smelters of the interior must be added. During first those of the Boundary, all three have been engaged in making provision for enlarging the treatment capacity of their respective works. At Grand Forks the Granby Company has rebuilt their furnaces, increasing their capacity to about 500 tons per diem and making the total capacity of the works for 1,000 tons per month. Other additions to equipment include two more large "Jumbo" blowers, two 200-h.p. Westinghouse electric h.p. motors to run the blowers, a third copper converter stand, an automatic converter-flag conveyor, an elevator, and a fifth power blower pump. The wood framing of the entire furnace building, 71 by 400 feet, has been replaced by steel and new buildings have been added.

The British Columbia Copper Company has substituted a thoroughly up-to-date smelting plant of 1,800 to 1,900 tons daily capacity for the much older one it had operated at Greenwood for five years. The former includes three blast furnaces, each having a capacity of 48 by 240 inches, side-dumping charging cars hauled by electric trolley locomotives, 2-ton also electric hauled, the molten slag, Baldwin-Westinghouse locomotives for drawing same, large large blowers, and a 300-h.p. induction motor. Other additions to plant were electric travel cranes and cranes and a tripped power machine shop. The new furnace building is steel-framed and similar to the old one, but with a new converter building. The new plant is in use and is proving quite equal to expectations.

The Dominion Copper Company has also made additions to its smelter, at Boundary Falls, a third furnace is being erected, this being 48 by 240 inches with 22 3/4-in. tuyeres and provided with Giroux hot blast (the first of its kind in British Columbia). This furnace will be charged from side-dumping steel cars drawn by electric locomotives, with 240-h.p. induction motor, two 100-h.p. induction motors, the big Jencks-Ertell crusher already mentioned, and other machinery are among the improvements. More buildings, railway tracks, water-supply plant and other requisites are being included. At Trail important additions and enlargements have been made. Big ore-receiving and storage bins, and a sampling mill have been constructed. A No. 3 McCully crusher having a capacity of 1,500 tons per hour, is being installed, also another large Roots' fan, and the lead furnace has been rebuilt with larger capacity, four being now equal to 75 tons melting lead per day. The Huntington-Heberlein process of roasting has proved so successful here that six more converters have been added. The lead reduction furnace, 122 electrolytic refining tanks and 240-ton electrolytic blower, and electric crane put in the tank room, and three 1,250 kw. Westinghouse transformers and other machinery are among the additions to the electrical department.

The Hall Mining and Smelting Company made extensive and substantial improvements at its lead-smelting works at Nelson, including a new sampling mill, a labor-saving system for handling ore, the installation of the Huntington-Heberlein roasting and converting process, and other changes and betterments. There were not many changes at the Sullivan smelter at Marysville, the works there, comparatively recent erection. Additions to the Huntington-Heberlein roasting plant have been decided upon. The cost smelters have already had notice.

In conclusion, brief mention will be made of one of the most pleasing features of the year in connection with the mining and smelting industries, and that is the fact that several companies have made sufficiently large operating profits to warrant them in dividend-paying. The Granby Company distributed the largest amount among its stockholders, its four dividends having totaled \$1,830,000. The Le Roi declared two dividends, together \$175,000. The Le Roi No. 2 paid four dividends totaling \$430,000. The Comox, the Wellington and Smelting Company of Canada made several divisions of profits, two during the first half of the year, totalling \$234,940. The Crow's Nest Pass Coal Company continued paying at the rate of one per cent per annum, giving a total of about \$350,000. There were others, but the foregoing were the most important. Nothing is better calculated to induce capitalists to put money into mining enterprises than the knowledge that the industry is producing a number of instances, so the more dividends that can be properly paid the better it will be for the future of this important industry.

Ask for Amherst solid leather footwear.

DAVID SPENCER, Ltd THE GREAT EMPORIUM OF THE GREAT WEST THE GREATEST JANUARY SALE ON RECORD

Proceeds with Unbounded Enthusiasm. Special Showing in Seven Departments This Day

Ladies' Coats

In some instances, a saving of \$10 and \$12. Just at the very right time you are privileged to secure perfect values, styles and finish at extraordinary sale prices!

- BLACK CLOTH COATS 1 only, value \$22.50. Sale price, per coat \$17.50. 2 only, values \$21.00. Sale price, per coat \$15.00. 3 only, values \$20.00. Sale price, per coat \$15.00. 2 only, values \$18.50. Sale price, per coat \$15.00. 3 only, values \$17.50. Sale price, per coat \$12.50. 1 only, value \$13.50. Sale price, per coat \$10.00. DARK BROWN TWEED, bias back, with 3 stitched straps, double breasted with pockets, velvet collar and cuffs. TWEED COAT, very light box back 7-8 length, with one stitched strap, double breasted, black velvet collar and velvet button trimming. LIGHT PLAID COAT, full box back, with double box pleat, belt to under arm seam, double-breasted pockets, velvet collar and cuffs, trimmings of stitched straps and black velvet buttons. TWEED COAT, ALL WOOL, 7-8 length, light fitting back, with stitched seams, single breasted velvet collar. BROWN CLOTH COAT, lined throughout, 3-4 length, box back, trimmed with fancy silk braid and stitched straps, velvet collar also trimmed with braid. LADIES' GREY ALL WOOL COAT, 7-8 length, tight fitting, pleated back, finished at waist with black velvet straps, and two pearl buttons, double breasted, collar, pockets and cuffs of black velvet, finished with silk braid. BLACK BROADCLOTH, lined throughout, full box back, trimmed with black silk braid, to form yoke effect, deep collar and cuffs, also trimmed with braid. LIGHT PLAID, full box back, with stitched strap, 2 1/2 inches wide, down centre of back, green velvet collar and pockets, double breasted.

FOR ALL WEATHER VICISSITUDES

We have the very thing AT UN-APPROACHABLE SALE PRICES, whether in Furs, Ladies' Coats or

Ladies' Raincoats

Effect a saving in some instances of \$7.00 and \$10.00. 36 Only—Raincoats, regular value \$20.00— Sale price, per coat \$17.50. 17 Only—Raincoats, regular value \$15.00— Sale price, per coat \$12.50. 15 Only—Raincoats, regular value \$15.00— Sale price, per coat \$12.50.

Save a Price each Raincoat \$10.00

1 Only—Raincoat, regular value \$13.50— Sale price, per coat \$10.00. 12 Only—Raincoats, regular value \$12.50— Sale price, per coat \$10.00. 10 Only—Raincoats, regular value \$10.00— Sale price, per coat \$7.50. 14 Only—Raincoats, regular value \$8.75— Sale price, per coat \$7.50.

Save a Price each Raincoat \$6.90

4 Only—Raincoats, regular value \$6.75— Sale price, per coat \$4.50. 1 Only—Raincoat, regular value \$4.75— Sale price, per coat \$2.50.

Save a Price each Raincoat \$2.50

The following are the descriptions of these exceptionally good Raincoats: Ladies' Full Length Raincoat, dark green, small check, yoke back and front, with three box pleats. Ladies' 7-8 Length Raincoat, dark fawn, trimmed with stitched straps and buttons. Ladies' Tight-Fitting 7-8 Length Raincoat, dark fawn and black, stitched strap trimming and broad pocket, roll collar and fancy cuffs. Ladies' 7-8 Length Waterproof Coat, full back with yoke and double box pleat, strap and button trimmings.

Children's Coats

Department E—2nd Floor

Ladies' Furs

In spite of climatic conditions and the steady demand for all kinds of furs we place on sale a number of White and Brown Furs including Chin chille, Mink and Thiber, Regular values \$7.50 to \$18.50. Sale price.....\$4.90 Effect at once a saving of over \$8.00.

Make for the Silk Department

Unprecedented opportunities exist in Colored Corduroy Velveteens

Newest of Goods go on sale at One-Half.

COLORED CORDUROY VELVETEENS.—A late shipment of these goods having just come to hand, they are to be placed on sale at an enticing reduction. Colors include black, cream, sky, navy, myrtle, brown, readu, etc., etc. Regular values, per yard, 60c, to \$1.00. Sale price, per yard.....50c

Children's Coats

Values and Sale Prices Unmatched Anywhere. Just come and see the Goods, your heart and purse must of necessity fly open for the little one.

- CHILDREN'S BROWN PLOUSH COAT, double-breasted, large white collar made of white milton cloth, trimmed with brown braid, also a small turnover collar of plush, white belt, etc., regular value \$8.50. Sale price, per coat.....\$4.25. NAVY BLUE CLOTH COAT, made with deep cape, trimmed with folds of bias cloth, two rows of fancy buttons down front, regular value \$4.50. Sale price, each coat.....\$2.50. NAVY BLUE CLOTH COAT, with three rolling collars, piped with white cloth, cuffs to match, two rows of pearl-buttons down front, regular value \$1.75. Sale price, per coat.....\$1.25. BROWN CORDUROY VELVET COAT, made with deep rolling collar, piped with white velvet, deep cuff to match, two rows of fancy pearl buttons down front, regular value \$1.75. Sale price, per coat.....\$1.25.

Dress Department

Ladies' Raincoats

Don't overlook a single item in this Department—EXTRAORDINARY VALUES AT SALE PRICES, in some instances down to one-third! Any investment you make is a thoroughly sound one.

DRESS TWEEDS

DRESS TWEEDS IN PLAIDS, STRIPES and MIXTURES, from 42 to 54 inches wide, a large assortment, these were sold at 75c to \$1.75, all at per yard.....50c

OMBRE CHECKS and STRIPES (44 inches wide, 12 pieces only. Regular values \$1.25, \$1.50, \$1.75. Sale price, per yard.....50c

SUITINGS SELF COLORED, 44 inches wide with black overcheck. This forms a very stylish material for girls' wear. Regular value 75c. Sale price, per yard.....50c

DARK MIXED TWEEDS, 46 inch, in navy, brown, green, grey, purple and red, with white mixture. Regular value 75c. Sale price, per yard.....50c

HOMESPUNNS, 54 inches wide, all our regular stock of homespuns, comprising several shades of grey, brown, navy, etc. Regular values \$1.00 and \$1.25. Sale price, per yard.....75c

BLACK DRESS GOODS

BROAD CLOTH embroidered with small spot and sprig designs, FIGURED LUSTRES, BASKET CLOTHS, etc. Regular prices 75c, \$1.00, \$1.25 and \$1.50. Sale price, per yard.....50c

GREY TWEED SUITINGS, 54 inch wide, 3 pieces only, splendid weights for early spring wear. Regular values \$1.25. Sale price, per yard.....75c

FINE TWEED SUITINGS—a few odd pieces in dark checks and mixtures. Regular values \$1.50, \$1.75 and \$2.00. Sale price, per yard.....\$1.00

LADIES' CLOTHS, in brown, navy green, fawn and grey, 44 to 48 inch wide. Regular values \$1.00, \$1.25, and \$1.50. Sale price, per yard.....75c

SUITINGS (54 in. wide) mostly grey mixtures. Regular values \$1.00, \$1.25, and \$1.50. Sale price per yard.....50c

BROAD CLOTH embroidered with small spot and sprig designs, FIGURED LUSTRES, BASKET CLOTHS, etc. Regular prices 75c, \$1.00, \$1.25 and \$1.50. Sale price, per yard.....50c

WOMEN'S LACE BOOTS, Regular values \$3.50, \$4.00, \$4.50 and \$5.00. Sale price, per pair.....\$2.50

TAN CALF BLUCHER CUT LACE BOOTS, heavy sole. Regular values \$5.50. Sale price, per pair.....\$3.95

MEN'S ENGLISH CHROME LACE BOOTS, oil tanned, large eyelets, blucher cut, medium sole, welted. Regular values \$5.00. Sale price, per pair.....\$2.50

MEN'S TAN CHROME CALF BOOTS, oil tanned, large eyelets, blucher cut, medium sole, welted. Regular values \$5.00. Sale price, per pair.....\$2.50

MEN'S BOX CALF LACE BOOTS, welted sole, regular values \$4.50. Sale price, per pair.....\$2.50

MEN'S BOX CALF AND KID LACE BOOTS, regular values \$3.50 and \$4.00. Sale price, per pair.....\$2.50

BOYS' AND YOUTHS' LACE BOOTS

BOYS' ENGLISH KIP LACE BOOTS, Blucher cut, waterproof. These boots are the very goods to keep the boy's feet dry whilst attending school. Sizes 1 to 5. Regular values \$4.00. Sale price, per pair.....\$2.50

YOUTH'S ENGLISH KIP LACE BOOTS, Blucher cut, waterproof. Regular values \$3.00. Sale price, per pair.....\$2.00

WOMEN'S LACE BOOTS, Regular values \$7.00, \$6.50, \$6.00 and \$5.50. Sale price, per pair.....\$3.95

MEN'S CORDIYAN LACE BOOTS, waterproof, belows tongue, regular values \$8.50. Sale price, per pair.....\$3.95

MEN'S BOX CALF LACE BOOTS, Blucher cut, heavy winter sole. Regular values \$6.00. Sale price, per pair.....\$3.95

WOMEN'S KID SLIPPERS, one and two strap. Regular values \$3.00 and \$2.50. Sale price, per pair.....\$1.50

MEN'S LACE BOOTS, Regular values \$7.00, \$6.50, \$6.00 and \$5.50. Sale price, per pair.....\$3.95

MEN'S BOX CALF LACE BOOTS, Blucher cut, heavy winter sole. Regular values \$6.00. Sale price, per pair.....\$3.95

WOMEN'S KID SLIPPERS, one and two strap. Regular values \$3.00 and \$2.50. Sale price, per pair.....\$1.50

MEN'S LACE BOOTS, Regular values \$7.00, \$6.50, \$6.00 and \$5.50. Sale price, per pair.....\$3.95

MEN'S BOX CALF LACE BOOTS, Blucher cut, heavy winter sole. Regular values \$6.00. Sale price, per pair.....\$3.95

LORDS

The Belief a Probab

Ottawa, Jan. 4.—Contradictions in the testimony of the witness, and the fact that he will personally deliver his evidence, has led to the belief that his testimony will be of great value.

The vacancy at so long been sought within the gift of the government. The salary and dollars a year in all probability is inadequate in the opinion of the public without the personal attention of the Hon. Mr. Frederick London as high commissioner will be Canada's official office of the new government, and it would not be surprising if Mr. Strathcona should have been named as the man to deal with Canadian affairs.

The differences still to be settled between Canada and the United States are of a serious nature, and it is believed that the government will be called upon to take a strong line.

It is believed that the government will be called upon to take a strong line in the matter of the Canadian Pacific Railway, and it is expected that the government will be able to secure a satisfactory settlement.

The government is expected to take a strong line in the matter of the Canadian Pacific Railway, and it is believed that the government will be able to secure a satisfactory settlement.

The government is expected to take a strong line in the matter of the Canadian Pacific Railway, and it is believed that the government will be able to secure a satisfactory settlement.

The government is expected to take a strong line in the matter of the Canadian Pacific Railway, and it is believed that the government will be able to secure a satisfactory settlement.

The government is expected to take a strong line in the matter of the Canadian Pacific Railway, and it is believed that the government will be able to secure a satisfactory settlement.

The government is expected to take a strong line in the matter of the Canadian Pacific Railway, and it is believed that the government will be able to secure a satisfactory settlement.

The government is expected to take a strong line in the matter of the Canadian Pacific Railway, and it is believed that the government will be able to secure a satisfactory settlement.

The government is expected to take a strong line in the matter of the Canadian Pacific Railway, and it is believed that the government will be able to secure a satisfactory settlement.

The government is expected to take a strong line in the matter of the Canadian Pacific Railway, and it is believed that the government will be able to secure a satisfactory settlement.

The government is expected to take a strong line in the matter of the Canadian Pacific Railway, and it is believed that the government will be able to secure a satisfactory settlement.

The government is expected to take a strong line in the matter of the Canadian Pacific Railway, and it is believed that the government will be able to secure a satisfactory settlement.

The government is expected to take a strong line in the matter of the Canadian Pacific Railway, and it is believed that the government will be able to secure a satisfactory settlement.

The government is expected to take a strong line in the matter of the Canadian Pacific Railway, and it is believed that the government will be able to secure a satisfactory settlement.

The government is expected to take a strong line in the matter of the Canadian Pacific Railway, and it is believed that the government will be able to secure a satisfactory settlement.

The government is expected to take a strong line in the matter of the Canadian Pacific Railway, and it is believed that the government will be able to secure a satisfactory settlement.

The government is expected to take a strong line in the matter of the Canadian Pacific Railway, and it is believed that the government will be able to secure a satisfactory settlement.

The government is expected to take a strong line in the matter of the Canadian Pacific Railway, and it is believed that the government will be able to secure a satisfactory settlement.

The government is expected to take a strong line in the matter of the Canadian Pacific Railway, and it is believed that the government will be able to secure a satisfactory settlement.

The government is expected to take a strong line in the matter of the Canadian Pacific Railway, and it is believed that the government will be able to secure a satisfactory settlement.

The government is expected to take a strong line in the matter of the Canadian Pacific Railway, and it is believed that the government will be able to secure a satisfactory settlement.

The government is expected to take a strong line in the matter of the Canadian Pacific Railway, and it is believed that the government will be able to secure a satisfactory settlement.

The government is expected to take a strong line in the matter of the Canadian Pacific Railway, and it is believed that the government will be able to secure a satisfactory settlement.

The government is expected to take a strong line in the matter of the Canadian Pacific Railway, and it is believed that the government will be able to secure a satisfactory settlement.

The government is expected to take a strong line in the matter of the Canadian Pacific Railway, and it is believed that the government will be able to secure a satisfactory settlement.