

KASLO CUSTOMS COLLECTIONS.

At the port of Kaslo during the month of June the collections were:—

Kaslo	\$2,819 66
Nakusp	2,592 94
Ryckards	34 00
Total	\$5,446 60

COAL SHIPMENTS.

The New Vancouver Coal Mining & Land Co., Limited.

FOREIGN SHIPMENTS, JUNE, 1898.

	Tons.
2—Str. Wanderer.....Port Townsend.....	40
2—Str. Tyee	70
4—S.S. Titania.....San Francisco.....	5,379
6—Str. Pauline Warner.....Alaska.....	10
6—Str. Dorothy	7
8—Bark Seminole.....Honolulu.....	2,024
9—Str. Wanderer.....Port Townsend.....	50
10—S.S. Burma.....San Francisco.....	4,523
12—S.S. Manauense.....Alaska.....	219
13—Str. Columbian	102
15—S.S. Titania.....San Francisco.....	5,394
15—Str. Amur.....Alaska.....	178
15—Str. Canadian	150
15—Str. Tordenskjold	581
16—Str. Ernest A. Hamill.....	94
17—Ship Tacoma.....San Francisco.....	2,600
22—Str. Wanderer.....Port Townsend.....	46
22—S.S. Burma.....San Francisco.....	4,445
24—Str. Sea Lion.....Port Townsend.....	30
25—Str. Tyee	50
25—Bark Top Gallant.....Honolulu.....	1,721
26—S.S. Titania.....San Francisco.....	5,444
28—Bark Carrollton.....Dutch Harbour, Alaska.....	2,326
29—Str. Sea Lion.....Port Townsend.....	27
Total	35,510

FOREIGN SHIPMENT ENDING 20TH JULY, 1898.

1—S.S. Pak Shan	Tacoma, Wash.....	542
3—Str. Tyee	Port Townsend.....	45
6—Str. Tyee	"	33
7—S.S. Burma	San Francisco.....	4,453
8—Bark Sea King	Honolulu.....	2,383
9—S.S. Titania	San Francisco.....	5,584
9—Str. Pioneer	Port Townsend.....	33
12—Ship C. F. Sargent.....	Honolulu.....	2,704
13—Str. Wanderer.....	Port Townsend.....	35
15—S.S. Fastnet	St. Michael's, Alaska.....	224
18—S.S. Burma	San Diego, Cal.....	4,560
20—S.S. Titania.....	San Francisco.....	5,580
Total		26,176

THE UNION COAL COMPANY.

The total shipment of coal from Union to foreign ports, from the 20th of June to the 13th of July, was 16,736 tons.

THE METAL MARKET—JULY.

Compiled from Special Telegraphic Quotations to the B.C. MINING RECORD from the *Engineering & Mining Journal*, New York.

SILVER.

Business this month has been, relatively speaking, good, taking into account the usual dullness of the season. For the last week of June the price of silver continued steady at 59½, but dropped on the 1st of July to 58¾. This was the lowest point reached during the month, the highest being 59¾, recorded by telegraphic message received on the 24th. The average price for July will be several points higher than that for June, which was 58.61, and it is gratifying to note the improvement since March, when the average price was 54.90. The war has undoubtedly influenced the market. Spanish purchases having been heavy, but there is even indication that in August the price of silver will continue to steadily rise.

COPPER.

There has been a slight downward movement in copper, the commencement of the month being decidedly dull. The lower prices, however, later had the effect of creating more interest and during the past two weeks a considerable amount of business has been done, consumers' orders coming in freely. The price of lake copper to the 24th of July was 11½ and 11¼, with little variation. Our latest reports being 11½, 11¼ and 11½ for the three days ending July 23rd. The average price for June 11.89, for May, 12.00, and for April 12.14, showing a bad falling off for June and July.

LEAD.

A fairly large business has been done. Consumers of late have entered the market to a considerable extent and prices have been higher than for any time this year, the closing quotations for the first week in July being 3.95c. New York and 3.82½ @ 3.85c. St. Louis. During the second week there was a further rise to 3.97½ @ 4c. New York and 3.97½ @ 3.90c. St. Louis, but prices somewhat eased off subsequently, quotations for the week ending July 24th being according to our telegram 3.95 @ 3.92½c. The average price of lead for June was 3.82 as against 3.64 for May.

SPELTER.

Spelter has ruled somewhat irregularly, with a slight fall in prices since the beginning of the month. Our latest quotations are 4.50 @ 4.55 New York, and these figures can be shaded for August and September delivery.

The imports of specie at San Francisco from British Columbia for the five months ending May 31st were \$107,163.

THE ALBERNI MINERS' PROTECTIVE ASSOCIATION.

MR. Chas. L. Selz, Secretary and Treasurer of the Alberni Miners' Protective Association, writes: "A meeting of this Association was held at Alberni on the 16th inst., the principal business being the election of a director to fill the vacancy caused by the lamented death of Mr. F. P. Saunders, the pioneer mine-owner and settler of the district. A ballot resulted in the election of Mr. Waterhouse, who is in every way qualified to act in the capacity of a director. The Association's membership was increased by the enrollment of fifteen applicants, making a total of thirty-nine on the list of active members. It was decided to distribute in the coast cities and elsewhere, printed pamphlets and circulars descriptive of and drawing attention to the mineral resources of Alberni, Messrs. Colley and Dickinson, of the West Coast assay office being asked to take charge of the Bureau of Information. The organization of this Bureau was placed in the hands of Messrs. Ran, Waterhouse, Cowell, Garrard and Brown. Before the meeting terminated a resolution was unanimously passed, expressive of condolence and sympathy with the widow of the late Mr. Saunders, whose work and activity had accomplished so much in advancing the interests of the district. The Association will meet again early in August." We are asked to state that Mr. Selz will be happy to give enquirers any information in his power with regard to Alberni and its mining potentialities.

IMPROVEMENTS IN THE TRUAX ORE CAR.

OUR attention has been called to some recent improvements that have been made in the Truax ore car, and which have been patented in Canada. These improvements consist in placing the fulcrum lower on the car sides than shown in the former patent, and extending the arms backward to the rear of the turntable center, and making the connecting arm or upturned arms very short, whereby there is no chance for them to become bent or disarranged. In the previous construction the parts corresponding to the arms were of considerable length, and it sometimes happened that in raising the car after dumping, the hooks would catch on the top of the cross-bar across the door, with sufficient force to bind the upright arms by the downward thrust, thus bending the upright arms backward so the hooks would not fasten the door properly. The improvements have overcome all these difficulties, and the Truax ore car, 1898 pattern, is now undoubtedly the best car on the market.