

tial in connection with an important association of this kind, where so many interests are concerned and of so divided and diversified a character, is men of integrity—men who can command the confidence and the respect of the community, and in whose hands the public can trust themselves with confidence that no selfish interests can prevail over *bona fides*. In any event we maintain the proper authority in mining matters should be the Minister of Mines. We are Britishers amongst Britishers and not amongst aliens, as in Johannesburg, where all capital was foreign and the Chamber of Mines, composed also of aliens to protect their own investments and those of their clients.

IRON ORE DEPOSITS OF TEXADA ISLAND.

Extracts from Special Report of WM. M. BREWER, in *The Engineering and Mining Journal*.

The possibilities of extensive iron and steel works on either Vancouver or Texada Island have never been thoroughly discussed by the public press. California capitalists being impressed several years since with the importance of the iron ore deposits on Texada Island, secured a large tract of land by Crown grant from the Provincial Government. The same syndicate erected a charcoal blast furnace at Irondale in the State of Washington, and for a time manufactured pig iron of such superior quality that it was recognized by the



NEW ZEALAND GOLD DREDGE.



NORTHERN GOLD FIELDS.

We hear that there are 3,000 tons of freight at Bennett awaiting shipment to Dawson, 600 tons of which are last year's.

The Klondike Corporation have contracted for their first and second boats at \$100 per ton, also the Flyer line, which are already booking for their third steamer.

There is likely to be another line from Dyea, over the Chilcoot Pass for which the capital is already enlisted, and the charter will probably be secured at the earliest possible moment from the Provincial Govt.

Crowds are going North daily, both to Atlin and Klondike; though one hundred is going to Klondike for one to Atlin or elsewhere.

The Canadian Development Co., the Klondike Corporation (for which Dodwell & Co., of Vancouver, are agents), the Flyer Line or King's Barge Line, will tow barges through from White Horse and also insure against loss. It would cost about \$2.00 per ton extra, but there would not be the possibilities of the goods lying at Bennett for months as they have done during the past winter and spring.

Union Iron Works of San Francisco as the best grade of iron they could obtain. For some commercial reason the furnace was blown out, and the shipment of iron ore discontinued, but the owners of the property kept a small number of men on prospect work for the reason, as explained to the writer, that it was their desire to determine whether this iron ore was underlaid by copper bearing ore, because on the surface there was considerable copper associated with the iron ore.

A shaft was sunk which, for the first 50 feet, passed through ore carrying low copper values; below that point the shaft was continued vertically through country rock a further 100 feet, from the bottom of this a tunnel was driven under the main body of iron ore, and at a level of 277 feet below any of the workings from which ore was extracted for shipment to the blast furnace. This work, the writer was reliably informed, has resulted in determining that a good grade of ore occurs on that level, the body being about 70 feet in thickness. This is the deepest work that has been done on any part of the iron ore deposits on either of the islands. The ore is a magnetic iron, with phosphorus below the Bessemer limit.