NEWFOUNDLAND. MINERAL RESOURCES.

most unusual facilities for mining, and owing to its lying so near the surface, and being covered only with a thin coating of soil, it can be easily stripped, and the ore bed laid bare for acres in extent. Its jointed cleavage renders blasting unnecessary, except an occasional shot to loosen up the ore. Half a dozen men with mining picks could raise several hundred tons per diem without difficulty. The principal workings at present in operation are situated on No. 4 band, about 1¾ miles north from the loading pier. Here the manager's house, store and engine house are located. A double track tramway connects the mine with the south side of the island, where the pier stands, at a point on the shore called Harrigan's Gulch; just inside Bell Island beach. The cars for transporting the ore are made of iron, and are capable of containing 1¼ tons each. They are manipulated by means of an endless wire rope passed round a drum in the engine-house. A 90 horse-power engine does the work of hauling out the full cars and pulling back the empties. They are secured to the wire rope by iron grips at each end of the car. When a loaded car reaches the pier it is received in a kind of crib, and by means of a lever is upset with ease, the contents falling into one of the bins while the car uprights itself and is passed on to the other track. The engine is so situated that it can be used in other work about the mine, such as raising ore, pumping, &c. when necessary. At the end of the tramway a suspension bridge of over 300 feet, carrying the rails, connects the pier or loading block with the cliff above. This block is situated sufficiently far off to afford ample water for large vessels to lay alongside. It is a very substantial structure of open trestle-work, built of Georgia pitch pine, and well ballasted at the base. It stands about 90 feet above the water-line. It contains ten bins capable of holding 200 tons of ore each, or in all two thousand (2,000) tons. Each bin is fitted with a trap door at the bottom to retain the ore, and from the outside four iron shutes guide it into the hold of a vessel lying alongside the pier. When full of ore, it is calculated a vessel can be loaded in a few hours, as it is merely necessary to raise the traps and allow the ore to slide aboard. The whole plant as it now stands has a capacity of about 200 tons per diem, that is to say, so much ore can be raised, run out, and put aboard ship in that time, but Mr. Chambers informs me that when in full working order and fully equipped with cars, &c., the output can be increased to at least 500 tons. During my visit the first attempt to transport ore took place, and about 200 tons were run out, but some slight hitches occurred which necessitated a few alterations and improvements in the running gear before everything could be expected to work satisfactorily. In order to facilitate operating the tramway telephonic communication between the mine and the loading pier was found to be necessary, and this had just been completed when I left. A vessel is expected in a few days to take the first load of ore to market.