

The sales of zinc ore made by the Payne Mining Company have demonstrated the importance of the zinc ores of the Slocan District. The experience of the St. Eugene, Ivanhoe and other mines in shipments made to Antwerp, and to Iola, Kansas, form a solid basis for a permanent industry which will not only add to the yearly wealth coming from British Columbia mines, but will also aid in solving economic problems for the silver-lead companies.

On the 13th of April the agent for the Dominion Government, (Mr. G. O. Buchanan,) paid over to the mine owners the first bonuses payable under the Lead Bounty Act. The mines receiving cheques were: the Sovereign, Highland, Whitewater, Enterprise, Sullivan, Rambler-Cariboo, Black Prince, Wilcox, Silver Cup, Bluebird, Red Fox, Neepawa, Mercury, Idaho-Alamo, Ymir, Payne, North Star, Province, Boston, Pontiac and Marion.

There are the usual rumors this year of proposed new smelting works in different parts of the Province. During the last five years there has been a distinct advance in the number of smelters in active operation, as witness the stack at Crofton, and the one at Ladysmith on Vancouver Island, which are in constant operation and which derive their ores entirely from Coast mines; some copper ore has also been shipped down from White Horse, but the future of the smelting ores from the Yukon depends almost entirely upon the transportation problem.

Early in this month the Payne mine at Sandon, B.C., reported a strike from No. 8 tunnel. A drive on the vein broke into about two feet of galena, showing a large sprinkling of ruby silver and grey copper. Picked samples assayed 840 ozs. of silver to the ton. This is good news to shareholders, some of whom believed that the days of rich ore were over. It is most important as showing that the Slocan ore bodies do not lose their high values with depth, (the former average value of the Payne ore ran about 100 ozs. of silver,) and should induce owners and corporations to prosecute deep level work.

Reports from the Iowa-Lillooet Dredging Company are very glowing. The new dredge installed by the Hamilton Manufacturing Company took out an average of 40 oz. of gold per shift of ten hours, for a period of twelve days. This dredge is operating on a lease of the Fraser River, at Lillooet; the gravel has been prospected in places to a depth of 40 feet, and it is predicted that the results from the dredge will average \$1,000 per day. As a result a boom in gold dredges for this section is predicted. The old dredge at Lytton has been repaired and is now at work, and reports are circulated that it is earning good pay.

The Western Fuel Company are constructing large coal bunkers, modern wharves, etc., at Northfield Point, Vancouver Island. A new shaft has been started to cut and open the 7 foot seam recently found in the Northfield slope; this shaft will be used exclusively for hoisting coal, the miners using the slope as heretofore for ingress and egress. The plant which has been brought out is one of the finest in the West. The company is also settling a townsite of its own, just north of the colliery, which will have the name of "Brechen." Cottages are to be brought in from Northfield and provision made for a settlement of 500 people.

Irresponsible talk credits the C.P.R. with the intention of building a branch line from Spence's Bridge, B.C. to Nicola Lake, for the double purpose of serving the rich Nicola Valley and of opening up the coal fields lying near the Lake. It is now some three years since the REVIEW had special knowledge of these coal fields, which are certainly large and contain several seams of high grade coal. The point, however, is made that British Columbia at present has a far larger supply of excellent coal than there is sufficient market for, and that the C.P.R., being a business corporation, is not likely to expend money on new branches until there is assurance of a steady paying traffic on such branches.

The Nickel Plate Mine in the Similkameen district is also reported as a probable builder of a smelter. It is reported that Mr. M. K. Rodgers, the Manager of the Nickel Plate, has been endeavoring to secure a site for the works in the vicinity of the mine and that the only site available is on a portion of the Indian Reserve. The efforts to secure this site by negotiating with the Dominion Government and the Indians have resulted in the Indians agreeing to surrender for an equivalent reservation elsewhere in the valley and the offer of 100 acres by the Government to Mr. Rodgers for a smelter site, but this is not satisfactory to Mr. Rodgers, and he now announces that if he builds a smelter he will build it in United States just south of the boundary line.

Early in April there was some little newspaper talk over the possibility of building a smelter on Valdez Island in the Gulf of Georgia, due probably to the visit of Mr. A. J. Jordan of Seattle. These rumors are probably due to the fact that there are a large number of prospects and producing properties at various points along the coast of British Columbia north of Vancouver. Some of these properties are already shippers in a small way, their product going to Crofton, Tacoma, and Everett. They have a large factor in their favor since most of them are within reach of tidewater thus permitting of cheap transportation for the ore. It is predicted, and with reason, that these properties would work on a very much larger scale if there were abundant facilities for the purchaser and cheap smelting of their ores.

Rumors have it that the somewhat notorious Britannia Copper Mine on Howe Sound is to be resuscitated and actively developed. A new organization known as the "Howe Sound Mining Company," has been organized with a capital of \$2,000,000, and which has absorbed all of the original shares of the old Britannia Company; one half of the capital or \$1,000,000 in paper was paid for the Britannia and \$500,000 of the remaining stock has been taken at 50% at par, so it is reported, by the new interests. Messrs. G. H. Robinson of Salt Lake, Jas. Bellinger of Spokane, Stevens of New York City, are said to be the United States representatives, Mr. Frank Leonard continues as Manager of the property. It is proposed to begin work at once by the erection of a wharf and ore bunkers and to proceed with the construction of a concentration plant; the ore will probably be sent to the Crofton smelter.

YUKON.

Spring has come early on the Klondike, the 26th. of March being reported as very warm.

To facilitate service to the new Alsek gold diggings during the present season, the White Pass and Yukon Navigation Company will operate a steamship service between the town of White Horse on the Yukon, and Mendenhall Landing on the Takhena river, this being the best route to the new gold fields.

The Canadian Pacific Railway announces that, beginning on the 15th of June, two daily trains will be run between Montreal and Vancouver, instead of one train as heretofore. This doubled service is necessitated by the very large increase in travel to the Western Provinces.

Reports from Hunker, Dominion and Sulphur Creeks are to the effect that the past season has been one of the most successful these creeks have ever had, and that if the supply of water holds, the cleanups will be record ones. Dominion has taken out more wash dirt than any other creek, and promises the largest return. Most of the work on Dominion has been on the twelve claims immediately below No. 1. Most of the work on Hunker has been from 40 to 50 below discovery. The results from the working of the dredge put on Bonanza Creek have been most satisfactory. The difficulties previously encountered have been overcome, and report says that two new large dredges are to be put, this season, on Forty-Mile.

A man who has recently returned from the Alsek district reports that over 2000 claims have been recorded and that the Government has promised some money for the building of trails. Wages in the district are reported to be \$5 per day and board, or \$8 per day without board. It is also stated that once a person gets into the district it is difficult to get out again as there is not an abundance of employment for labor. Men tempted by tales of big pay in this northern country should take heed to the warning that the chances of getting work in these new districts are slim.

INDUSTRIAL NOTES.

The A. Leschen & Sons Rope Co. have issued a very useful form of advertising in the shape of a celluloid rope gauge, which calipers rope from 1 1/4" diameter down to 1/4" diameter. Anyone using or handling wire rope will find this gauge most convenient, and the A. Leschen Co. offers to furnish it to any and all who use wire rope. This firm is increasing its sales rapidly, and its customers report uniform satisfaction.

The well known advertising agency of Franklin P. Shumway has been incorporated as the "Franklin P. Shumway Co.," under the laws of Massachusetts, with a capital of \$30,000. The offices of the corporation are situated at 373 Washington St., Boston, Mass., and are well equipped for handling both American and European advertising. Newspaper publishers who have had the satisfaction of dealing with Mr. Shumway will wish the new corporation every success.

Our esteemed and always instructive contemporary—*Mines and Minerals* has devoted the greater portion of its April issue to a collection of authoritative articles on the subject of wire ropes. Each of these articles is written by an authority, in admirably clear style and language, each is copiously illustrated, and the issue is even worthy of a permanent binding and a place on the shelves of every mining engineer, mine operator and mechanical engineer.

Mines and Minerals is one of the most valuable exchanges coming to our desk; its pages are full of original, timely and valuable matter, presented in a clean faced type on good paper. We have found the reading of its pages to be accompanied with less eye fatigue than almost any other sheet meeting the editorial eye.

The Allis-Chalmers Co. have organized a Department of Publicity, of which Mr. Arthur Warran is the Manager. This step has been necessitated by the extension of the business into so many fields. The firm has long been favorably known for its mining, rock crushing, milling and blowing machinery, and for its perseverance as Engine Builders; it is now in the field for Gas Engines, Steam Turbines, and both electric and hydraulic machinery.

The Leschen & Sons Rope Co. of St. Louis, have just issued a neat little pamphlet on the Transportation of Ores by Aerial Rope Tramways. This firm have the distinction of having built and equipped the largest wire rope tramway in North America, viz: that of the North American Copper Co. at Encampment, Wyoming, which has the length of 16 miles. An unusual point in this Tramway is that, although some sections have very steep gradients, no section has sufficient fall to permit of operation by force of gravity, hence, engines have had to be used to operate the system. The tramway has a capacity of 400 tons in 10 hours, with a longest span of 2,300 feet.

The tramway is of the double rope type, having a stationery track cable and an endless traction rope for propelling the buckets. The latter are attached to the traction rope by a patented clip. The sheaves used on the towers over which the ropes pass have their flanges and grooves so arranged as to accommodate the clip on the traction rope, so that the rope always rests on the sheave groove whether a bucket is passing over a tower or not. This is essentially different from most other wire rope systems, as the enormous strain to which the rope is subjected in systems where the traction rope is carried under the saddles, are not encountered.

The various novelties are well worth the investigation of any engineer proposing a new installation for a mine.