

ber is being got out for a mill, and also for the erection of houses for the men.

The George Heenan mine, about one mile distant on the same island, was next visited. Mr. Caldwell is the practical manager, and showed some rich specimens of native gold in small nuggets, which can be easily seen with the naked eye. The quartz is pure free milling, and not in the slightest degree refractory. Work is only being got fairly under way at this mine. The main shaft is located at an elevation of 60 feet from the lake, and 200 feet from the water's edge. The contract has been let for a two-story house, 30x25 feet, for the accommodation of the men.

The next day a trip was made to the Winnipeg Consolidated, about four miles distant, on the mainland. Mr. Fred Brown soon had the party in hand, and at once visited the shaft, which is said to be only for prospecting purposes. The shaft is 7 feet by 4 feet. A rich vein of decomposed quartz was examined and nuggets of native gold were easily discernible. A large quantity of paying rock had been dumped ready for the stamping mill which is being brought over from Boulder Island. A large number of bags well filled with richer ore were also stacked away awaiting the mill, which is expected to be in running order by the middle of March. Samples of decomposed quartz and also rock which were afterwards ground in a mortar on the spot, and washed, showed plainly numerous specks of gold. The depth of the shaft was about 50 feet, and had to be timbered. These measures are not taken perpendicular, but in a slanting direction.

The mines will be worked at light expense owing to the inexhaustible supply of water and wood, the want of which has proved a great drawback in other countries.

If any readers are dubious of the existence of gold in the islands and on the mainland in the Lake of the Woods district, we would advise them to go and see for themselves. A run by rail of a few hours lands the prospector at the scene of operations.

Railway Construction.

The railway construction of 1882 exceeded that of any previous year in the history of the United States. According to the *Railway Age*, the number of miles of new track laid during year was 10,821, on 316 lines, in 44 States and Territories. Full returns will probably make the grand total 11,000 miles, which is 1,500 miles more than was constructed in 1881, which, up to that time, led all other years in railway construction. Iowa heads the list in the number (953) of miles constructed, Texas coming next with 817 miles, New York with 752 miles, and Ohio with 555 miles. The capital invested during the year is estimated at \$270,000,000, exclusive of the amounts expended in the preparation of the road-beds, on which tracks are not yet laid. Add to this the large amount of railway construction that has been done in Manitoba and the North-west during the year, and the figures show a large increase, making a total undreamt of by the most ardent railway enthusiast in the past.

Don't Stop to Grumble.

The *Chicago Journal of Commerce* of a recent date has a few pertinent remarks, which are not inapplicable to this country. It says: "It is hardly understood why a few people in this country have so suddenly become rich. It is because the country is doubling in value every ten years, and a few men happen to be in possession of the main arteries of trade and manufacture; and as the land of every town doubles in value, so does the railroad and telegraph right of way double each ten years, and will continue to do so until the country is fully occupied. Every foot of land in the new West every railroad and telegraph and manufactory will be worth double in 1890 what it was in 1880. Only get hold of as much as possible of the material of this country and hold it. If the grumblers would do this instead of finding fault with owners of railways because their property doubles and doubles again in value! Opening mines and laying railroads is not always a sure road to wealth, but the mines which chance to be bonanzas and the roads which chance to be the great highways will give their holders fortune. Go in, don't stop to grumble!"

Mining News.

The Hudson Bay Company in Winnipeg regularly receive bags of gold from some part of the North-west. It is supposed that the gold is procured by the Indians, and the locality not is known to others outside of the H. B. Co. and the Indians.

Gold mining is to be prosecuted during the coming summer on the shores and islands of Lake Winnipeg. The locations are supposed to be a continuation of the Lake of the Woods deposits.

W. H. Nagle, J. S. Coolican, Thomas Coolican, Frank Coolican and John T. Nagle have formed themselves into a company to carry on gold mining in the Lake of the Woods. A claim has already been located and the survey made by Snow & Codd. The location was made by F. Coolican. John T. Nagle will have the practical management. W. H. Nagle is in Ottawa securing the necessary papers.

Last week Mr. George Heenan shipped from the George Heenan mine rich samples of gold quartz and rock by rail to Winnipeg. Some of the samples are expected to yield very heavy. The richest specimens are expected to be on view at the store of Thompson Bros. & Forrest, Main street, Winnipeg.

During the past ten days there has been more stir in the Lake of the Woods district than has hitherto been recorded. The Winnipeg Consolidated forcibly removed the old mill from Boulder Island, and are now erecting it on their property at Big Stone. This mill is a poor piece of machinery, and the best that Superintendent Brown can do with it is to patch it up so as to make the first brick and give milling tests as the work of development proceeds. The character of the ore now being taken from the shaft clearly indicates that furnaces will have to be used in the treatment. The sooner the idea that there is free milling ore in the Lake of the Woods is exploded the better. There is no such thing as absolutely free milling ore in this district. The milling of the ore, however, need not be expensive, for \$2 per ton at the outside should in this country pay for the free treatment. The ore which is being taken out by the Winnipeg Consolidated is rich and increasing in value with depth. Being now considerably below the water level they may proceed with the

construction of their workingshaft, in the meantime utilizing their prospecting shaft for the production of further testing.

The Keewatin Mining Company's work has been prosecuted both with vigor and intelligence, and in substantial, permanent work they are further advanced than any of the other companies. Their working shaft is down about forty feet, and arrangements have been made, or are being made, whereby the rock will be pierced with greater speed. The country rock is a very hard mass, through which progress must be slow compared with such talcose slate as is found at other points. Superintendent Nagle's work has been pronounced by visiting experts as perfection, and showing thorough knowledge of mining in all its branches. The company is reported as about to finish the new buildings and erect others close to the property.

The George Heenan Mining Company, who are operating the Frenchman's lead, adjacent to the Keewatin on Hay Island, have furnished the sensation of the week in the shipment of 900 pounds of rock as blown from the vein at the water level, the rock being pronounced among the best auriferous quartz ever taken from a Canadian mine. Samples from which every vestige of free gold has been removed have been handed to the Canadian Assaying Company, and others of the hungriest looking pieces have been forwarded to Prof. Chapman of Toronto. Five or six hundred pounds of the rock have been shipped to the Hamilton Reduction Works in New York, where they will be put through the regular mill process whereby the working assay will be ascertained. The company has ascertained that the lead contains throughout a distance of over five hundred feet, these tests being obtained at the water level, and then on the hill. At the water level the vein is 4½ feet wide. At the point where the shaft is located, about 30 feet above the water level, the vein is ten inches wide. On the south side of the main vein is another heavy vein, distant about thirty feet, and on the north side another vein. The formation here is slate separated into layers by small veins, and bound together by little stringers. While at the mine last week, the managing director, Mr. David K. Brown, located the shaft, the mill site and the new camp which is being erected with accommodation for sixty men. In three weeks three gangs will be put on, and the development of the mine prosecuted with vigor. No stock of this company has been placed on the market, and will not be for some time to come.

Messrs. Dobbie & Palmer, Ontario capitalists, are opening up a location on the Pine Portage. They have an undeniably valuable property, the vein being very wide. The ore is extremely refractory and will require expensive treatment, but capital will place the mine on a paying basis. Mr. Dobbie is in Chicago hurrying forward a ten stamp mill.

Work will be commenced on the Maiden vein next week.

A mining town is being laid out on Heenan's Point, near, or on which there is a prospect of a customs mill being erected. While visiting the mines last week, Mr. Brown, of the Bourse, sold a car of dynamite and secured two fine properties, one for Toronto capitalists and another for an American syndicate.

A new branch of industry has sprung up in Sweden lately—the fabrication of paper from moss, not from the living plant, but from the bleached and blanchied remains of mosses that lived centuries ago, and of which enormous masses have accumulated in most parts of Sweden. A manufactory of paper from this material has begun operations near Joekaepping, and is turning out paper in all degrees of excellence, from tissue to sheets three-quarters of an inch in thickness.