

mins, Schumacher, and South Porcupine. They were just beginning to recover after a very slow summer and this setback will be fatal to many of them. Hundreds of the best miners have left the camp.

Tough.—Mr. C. A. Foster, who is operating the Tough claims near Kirland lake, Swastika is assembling a carload of high grade gold quartz ore for shipment. It is understood that twenty tons will be sent out at the end of this week or the beginning of next. The shipment will certainly cause considerable interest, and as it will be the richest shipment of gold quartz ore that has ever left the north country for a smelter. The vein still looks very good where the ore has been open cut and work is proceeding, a shaft being sunk in order to cut the vein at depth. There are also other properties that exhibit indications of making good around Kirland lake. Jim Hughes and Sandy McIntyre, who are working the Reamsbottom claims state that they have opened a fine looking vein eight feet wide. The assays are said to be good.

Morrisette Township.—Claims in Morrisette township, east of Kirland lake, owned by Dr. Dorsey and Dr. Fisher, of New Liskeard, have been optioned to a syndicate who are bound under the agreement to spend a considerable sum of money on them to open them up.

It is said that the result of diamond drilling at some of the properties of the Dane Mining Company, between Dane and Swastika, has not been unfavorable, and it is understood that mining operations which were suspended for some time will be resumed for the winter.

The Alexo mine at Iroquois Falls continues to output a good tonnage of nickel each month. Last month there was despatched over 300 tons. A small plant will be installed this winter, all the work so far being done from the surface and by hand.

BRITISH COLUMBIA.

With December half gone at the time of writing, and the chief interruption in the mineral production of the year being only the strike of coal miners at the coal mines, on Vancouver island, of the Canadian Collieries (Dunsmuir), Limited, there appears to be good reason for thinking that the estimate of total value of the year's production, as printed in The Canadian Mining Journal of June 15, last (see p. 446) will be found to have been a reasonable one—in fact, it is quite probably final returns, to be received during the first quarter of 1913, will show that it was somewhat under what the actual total value will have been. In detail the estimate will be too high in regard to some of the minerals, but this has been compensated for by a larger production of others than was expected, or possibly a little higher average price. The position appears to be, however, that the total value, then placed at \$31,500,000, will have been reached, and probably passed.

SOUTHEAST KOOTENAY

The following news notes of Southeast Kootenay have been taken from the "District Ledger," Fernie, Crow's Nest Pass:

The C.P.R. are keeping Corbin stocked with cars, and the mines are turning out more coal than ever, which speaks well for the quality of the coal being dug at present.

The employees of Michel collieries have decided to ask the chief inspector of mines to appoint inspection committees for the various mines in Michel.

Norman Henderson, master mechanic at Michel, has

resigned his position. He has some good positions offered elsewhere, but as yet has not made up his mind where to go.

Mr. P. L. Naismith and Mr. Lewis Stockett, of the C.P.R. Department of Natural Resources, were in Hosmer from Calgary recently.

Surveyors working under instructions from Mr. Jas. T. Laidlaw, Cranbrook, have been surveying claims in the Flathead district for Mr. John Livingstone, Cranbrook, and a lot of the McLean properties situated in the valley.

The British Columbia Oil and Coal Development Company is still hard at work freighting its boring apparatus into the Flathead country, where its property is situated, up in Sage Creek district.

It is looking promising for a railway being built and a mine or two opened next year. The Southeast Kootenay Railway, which may be better known as the Davis Railway, is going ahead. Mr. Simonds is in charge out at the townsite, where they have built some fine shacks for their camp for the winter. They are going to cut the right-of-way of the railway throughout the winter. Mr. Jas. Maedonell, "Big Jim," has the contract, and his teamster, who has had charge of the freighting for the last three or four months, has got in a full supply of stores, to last all winter.

AINSWORTH DIVISION

The Eureka group, situated about a mile and a half north of Sproule, a stopping place on the Kaslo and Slocan Railway, is being worked by the Eagle Lode Mining Company, of Spokane, which company is stated to have spent on the property during the last twelve months about \$15,000. Work under the present auspices was commenced about November, of 1911. Six men are employed now, and it is intended to work throughout the winter. The Eureka camp is about 3,000 ft. above the railway, and 6,100 ft. above sea-level.

After driving a cross-cut tunnel 340 ft. to the vein, and then drifting 100 ft. on the vein, the company put in track and prepared to work the lower tunnel of the old workings, from which a drift had been driven 200 ft. Work has had to be suspended in these old workings for the winter, but will be resumed next spring. Meanwhile development is being continued in the new workings. It is intended to next year make such arrangements as will permit of work being carried on in both old and new parts of the mine—in winter as well as in summer. There is reported to be here a well-defined vein of high grade silver-lead ore, two to eight ft. in width traced for 4,500 ft.

SIMILKAMEEN

The Hedley Gazette has lately been reprinting a description of "B. C.'s Banner Gold Mine"—the Nickel Plate group, near Hedley. Concerning haulage of ore, it says: "The ore is loaded into two-ton cars in the mine and hauled from the stopes about two miles on an electric railway, 3-ft. gauge, in trains of about 25 tons each; maximum grade, 5 per cent. The electric locomotive weighs 10 tons. The ore is then dumped by automatic dumper into the ore-bin at the head of the gravity tramway, which is a three-rail tramway, about 10,000 feet long, and the difference in elevation between the upper and lower terminals is about 4,000 ft. The loaded skip of seven tons going down draws the empty skip up. The tramway is operated in two sections by two men who handle about 200 tons in eight hours. This is probably one of the longest three-rail gravity tramways in the world. It is operated continuously throughout the winter."