

tunnel level. Away in a distant region of the stope Mephistopheles was seen rejoicing in a wealth of brilliant fire, the scene ending in a burst of fireworks. After a luncheon at the Granby Hotel the party left Phoenix for the Grand Forks smelter.

The coke situation in the Boundary is getting into much better shape and the Granby is once more running seven furnaces. As a consequence of this activity at the smelter the Granby shipments have increased in the last two weeks from 13,741 tons to 25,147 tons for the week ending Sept. 19th. The B. C. Copper Co. was not affected to any extent by the coke shortage, as their supply of coke is obtained from the International Coal & Coke Co., Coleman, Alta., and they have been able to maintain steady shipments; and, in fact, to increase their tonnage from the Oro Denoro property.

Work has been resumed on the Brooklyn and Rawhide mines of the Dominion Copper Co., but up to this date the smelter has not been blown in. The opinion has been expressed that with the management that is necessary in the Boundary for successful mining and smelting and with up-to-date mining and transportation facilities the Dominion Copper Co. could be made to pay as well as other Boundary concerns. The ore in the Phoenix mines of this company is in some portions even richer than the Granby ore and it looks as though in the end the Dominion Copper Co. could be made to pay good profits.

The Greenwood Tunnel scheme is still heard from occasionally. The promoters state that work will be commenced shortly; they also report that an application has been made for tramway rights, to be used in connection with the bore. At present the predominant idea seems to be the cutting of rich ledges that may or may not lie in the path of the proposed adit. The tunnel as a commercial enterprise is \$3,000,000 distant at this stage and a little nebulous.

A company is being formed to take over and develop the Greyhound group, near the B. C. Copper Co. mines in Deadwood camp. This is a promising group and those who know the property will be glad to see work once more going ahead there.

The B. C. Copper Co. is negotiating for the purchase of the Molly Pritchard and Athelstan Fraction, in Wellington district. They have secured an option on these claims from the owners and engineers of the company have been over the ground and examined the property. The ore on these claims is an arsenical iron ore carrying paying values in gold and silver.

The B. C. Copper Co. is securing property in the different camps, making sure of a steady ore supply for the future. The company already controls several meritorious mines just across the line in the State of Washington and has more recently bonded the Acme, near Kettle Falls, Wash., for \$50,000.

The Dykehead claim, near the Fife lime quarry of the Consolidated Co., has been bonded for \$50,000 and will be developed all winter. A 100-foot development tunnel is to be driven on the Bruce, Midway.

The returns from the last car of 21 tons of ore that was shipped from the Sally have been received. After freight and treatment charges, which were heavy owing to the long haul, were deducted (they amounted to \$80 per ton) the carload shipment returned the company \$3,175.

The Snowshoe continues to ship over 400 tons of fluxing ore per day to the Trail smelter.

#### Nelson.

There is much activity exhibited at Salmo. A telephone system is to be put into the mines on the surrounding hills. A deal is on with Minneapolis capital for the Relief Mine. The Arlington Mine, controlled by English capital, is producing ore steadily. The average value of the ore extracted is \$75 per ton. The ore body is a blanket lead and runs from two inches to a foot in width.

A rich strike is reported from the Nugget. A ledge has been exposed carrying rich values in gold.

The Silver King at Nelson is shipping to the Trail smelter. At the Fisher Maiden, high-grade ore is being sacked and a shipment will be made soon.

The North Star still continues to produce over 150 tons per week despite the gloomy reports that have been sent out from time to time that there was no more ore in the mine.

## GENERAL MINING NEWS.

### NOVA SCOTIA.

**Halifax.**—Serious trouble is brewing in the ranks of the Provincial Workmen's Association. Delegates to the Ground Council have decided by a vote of 48 to 27 not to amalgamate with the United Mine Workers of America.

**Sydney, Sept. 25.**—The Dominion Iron and Steel Company has received an order for 9,000 tons of 80-pound steel rails for the Southern Pine Joint Railway, to be delivered by steamer direct to Couriche, via Suez Canal, India. The company will commence to roll this order October 13th. The order was secured in competition with the world, and had to be approved by the Viceroy of India.

### ONTARIO.

**Cobalt.**—(Special to The Canadian Mining Journal).—The recent discovery near the north boundary of the Trethewey Mine is one of great importance. The discovery was made under unusual circumstances. The Temiskaming & Hudson Bay Company has ceased driving on what appeared to be a worthless stringer approaching so closely to the Trethewey line that further operations seemed inadvisable. The Trethewey Company, after having conducted extensive surface operations at the north end of their property, entered into an agreement with their neighbors to have the underground work continued on the Treth-

ewey ground at the 100 foot level with the object of gaining information at depth with a minimum of cost to the Trethewey Company, and with advantage to the Temiskaming & Hudson Bay Company, which would gain information that otherwise it might not seek. The result is that in following the small stringer towards the Trethewey line a large and rich vein intersecting the line between the properties and trending about north-east and southwest, has been encountered. Should the present strike of the new vein continue, it will traverse practically the centre of the Trethewey property, and add enormously to its value. This company has recently installed a crushing and jigging plant, which is working very satisfactorily. The result will be that instead of shipping 4 or 5 carloads per month of various grades, the shipments will be reduced to one or two carloads of high-grade ore, thus saving freight and treatment charges on about three-fifths of the mine product. This saving will amount to about \$2,000 per month, besides which the price to be realized for the ore shipped will be considerably enhanced, as high-grade ores meet with better terms from the Smelters than ores of lower grade.

**Cobalt, Sept. 19.**—It is rumored that Nipissing and La Rose are to combine in the erection of a concentrator to treat the output of both mines. Such a move would result in a saving of \$10 to \$13 in freight on the heavy low-grade ore shipments from La Rose.