

MINING.

MINING MATTERS IN NEW BRUNSWICK.

[GOLD, SILVER, COPPER AND MANGANESE.]

(From our Special Correspondent.)

The Mineral Vale mining property at New Ireland, Albert County, N. B., is making a good showing. For some time the property was at a standstill, but latterly some St. John and American capital has been put into it and an ore-crusher and smelter have been placed on the works. A new and more powerful engine is now being got in readiness to resume operations, which for a short time have been suspended. The ore is showing finely, and consists of a combination of silver, copper and gold. It is the intention to run it into matte and ship to either U. S. or Swansea, Wales, for refining and extraction of ore. Other valuable leads of this ore are in the immediate vicinity of this property.

Manganese mining is one of the principal features in New Brunswick. The mines at Markhamville have in the past sent away a good quantity of ore, and are now shipping steadily the year round it might be said. Near Sussex, N. B., on the Jordan Mountain, so called, about 6 miles from the station, is one of the largest deposits of manganese in the Lower Provinces. It was leased and worked by a Mr. F. W. Stockton. A Mr. Goold, a mining expert, claims an interest in same, which Mr. Stockton repudiates. Result—mine locked up by injunction and an equity suit pending. When this is finished your correspondent expects to be able to tell you of immense shipments of this valuable ore from this mine.

Other American capitalists are opening up a mine on the New Leva road, so called, between Sussex and Markhamville, and with very good showing. An American capitalist and manufacturer of iron, etc., in Rhode Island, has agreed to take all the ore they can ship him at so much per ton. They anticipate good returns from the enterprise.

THE COAL INDUSTRY.

Mr Longley has given his view of the coal industry, and if his theories are correct, the future outlook is anything but encouraging. That he honestly expresses his views, we have no doubt, but we think that before attacking the present system, under which the coal business has largely increased, he should have been prepared to substitute another and better scheme. It is no easy matter to attack and pull down, but a very difficult one to reconstruct and build up.

The atheist finds abundant material in the Christian religion for biting attack. He appeals to our reasoning powers with arguments that are almost invulnerable. But, in exchange for the perfect guide furnished by the New Testament, a guide which, if strictly followed, would produce the millennium, in exchange for the glorious hope of the immortality of the soul, in exchange for a faith by which we admit that there are mysteries too deep for the human mind to fathom: what does he offer us? Nothing but a brief life, and then, death eternal. The result is that the Christian religion is steadily advancing in spite of the persistent attacks of those who have no faith.

Mr Longley has no faith in the Dominion of Canada and no faith in the political party that now controls its destiny. In spite of his efforts to write fairly and impartially he cannot divest himself of political rancor, and his judgment is dwarfed by his position as a partizan. His feelings have led him into serious errors, and his theories are diametrically opposed to the facts in the case. He states as though it was a fact beyond dispute that nature and geography (we do not see what geography has to do with it, but we suppose it sounds well and will let it pass), are against any and all attempts to foster trade between Nova Scotia and the Upper Provinces. If this is the case, how does Mr. Longley dispose of that great natural highway, the Gulf and River St. Lawrence and Lake Ontario. We had always supposed that the coal mines in Pictou, Cape Breton and Cumberland Counties were situated on that great water way, and that coal shipped from any of these points for five months out of the year would have the advantage of this natural route, (the whole of it within the limits or skirting the boundary of the Dominion), to reach the ports of the Upper Provinces. If we are not wrong, we fail to see where "nature or geography" places any barrier to our coal trade with the Upper Provinces. It may still be necessary to build a line of steam colliers specially adapted to navigate the canals in the St. Lawrence, so that coal may be shipped direct from the mines to Toronto and Hamilton (without breaking the bulk), before we can secure the soft coal trade of Ontario, but that is a matter of simple detail and does not affect the correctness of the principle. So much for Mr Longley's statement that it is impossible to foster trade between Nova Scotia and the Upper Provinces. We have already secured a large share of the trade of Quebec, that of Ontario will follow. Coal for domestic purposes, Ontario will still continue to buy from Pennsylvania, as that State of course has a monopoly in anthracite coal, but there is no reason why we should not sell bituminous coal to the manufacturers of Ontario. Mr. Longley also speaks about "trying to force a market in defiance of natural laws," and then quotes the fact that Ontario still continues to buy from Pennsylvania in spite of the duty, as an argument to prove the uselessness of all such attempts. As a refutation of this argument it is only necessary to call attention to the fact that what Mr Longley calls our natural markets with the New England States have been lost to us, by the simple imposition of a duty. Through this duty the coal trade of Pennsylvania has been fostered with the New England States to such an extent that if the duty were removed to-day, Nova Scotia could never recover her old trade. And what did that trade amount to at the best of times? In 1865, when coal was free, we exported to the United States 465,194 tons, the greatest amount reached in any one year, and the next year while coal was still free, it fell off to 404,252 tons.

Compare this with the 493,917 tons shipped to the Province of Quebec last year, and we can form a pretty correct idea of the value of free trade with the United States to the coal industry of Nova Scotia. Facts are stubborn things, and they do not bear Mr. Longley out in his assertion that the vitality of our coal trade depends upon securing the markets of the New England States. We favor reciprocity and free trade, but our great protective neighbor has forced us, in sheer defence, to protect our coal industry. The fault is not ours but hers, and, until she comes to her senses and is willing to meet us half way in a measure of reciprocity that would prove mutually beneficial, we have still to advocate a protective tariff. We take a cheerful view of the future of the coal mining industry. Mr. Bartlett has shown that when we open up our immense deposits of iron, millions of tons of coal will find a home market at our smelting works. The project is well advanced, and a year or two may see his most sanguine hopes realized.

If the duties are not sufficiently high to protect our coal industry and give us a market in Ontario, then increase them to 75 cents or a dollar. Don't stop half way in the good work. If necessary, assist the owners of coal mines by a rebate of the duties on all machinery and supplies imported into the country by them. In fact, too much cannot be done to encourage and help along an industry which Mr. Longley rightly calls "one of the most vitally important" in the Province.

If, as he states, "scarcely a mine is making even fair profits," it seems a most inopportune time to increase the present most vexatious royalty, and in no better way can Mr. Longley prove his interest in the coal trade, than by urging the Government, of which he is a member, to expunge the obnoxious measure passed at the last session of the legislature, which places new burdens on the proprietors of coal mines. In fact he might see his way clear to abolish the royalties altogether.

What we regret most in Mr. Longley's letter, is that it may be used in Ontario with telling effect against our coal industry, and we trust that he may yet see his way clear to recall statements that the facts do not warrant.

J. D. F. sends us a most interesting and amusing account of his exploits in exploring for gold between Kemptville in Yarmouth and Ohio in Shelburne. Pressure on our columns prevents us from publishing it in full this week. His experience, we are sorry to say, was not encouraging. From Kemptville for a distance of ten miles east, the eye meets with nothing but huge mountains covered with float granite with no sign of bed rock. Then comes a pleasing change for the prospector as he finds himself in the region of whin rock and beautiful slate. But his hopes are soon doomed to disappointment as he again enters a region of granite extending to Bald Mountain. Taking a northwesterly course from the Sand River in Shelburne County, he started for home by way of Whetstone Lake and Mountain, then westward for the White Mountains. Here he found that the mountain was apparently composed of nothing but hard white quartz, but with no sign of gold. His Indian guide held out great prospects of rich finds, but as is too often the case, they existed only in the Indian's vivid imagination. He kindly furnishes us with the following information in regard to the Yarmouth Gold properties.

CARLETON LEADS.—The mine bids fair to be one of the best in the country with a good sized lead well filled with gold and well defined wall.

KEMPT GOLD MINING COMPANY.—No authentic reports have been received from this property.

COWAN GOLD MINING Co.—Work is still progressing on the main shaft, which has already yielded \$20,000.

The Hall-Owen mine was on Monday last banded for thirty days, to parties in New York, for twenty-five thousand dollars, with five hundred dollars forfeit money down.

Quite a number of men have been engaged for several days past prospecting for gold in the woods near Bristol, and we are informed that they have been successful in discovering a 26 inch lead showing gold.—*Liverpool Advance*.

The discovery of gold has been of great interest to many of the people. A good many have taken up claims, viz: Smith, Hardy, Waterman, etc. The places that have been worked are said to be rich with gold. The discovery of gold will be the means of giving employment to a large number of people, and enriching those who have been so fortunate as to take up claims. I am no prophet, neither am I the son of a prophet, but I venture to say that in some future day we will hear the whistle of the locomotive. The people of this country deserve a railroad, and that we may get it is the earnest wish of many. Thanking you, Mr. Editor, for your valuable space, I remain, TRUTH.—*Liverpool Advance*.

ECONOMY IN COAL.—Chestnut, pea, and buckwheat coals, formerly allowed to go to waste in the huge piles of "culm" which accumulate near every mine, have, within the last fifteen years, been successfully separated from the worthless material by processes that have been invented to meet the need. The *ne plus ultra* seems to have been reached in an art blast, which not only transports the waste from the breaker to the refuse heap at one sixth the cost of the old method by mule-carts, but, before depositing it in its final resting place, by means of a graded series of screens, takes from it and sorts out into the different sizes all the good fuel. The "buckwheat" is found to be just the stuff for making steam on the Hudson River boats. The cost of carrying the culm from the breaker to the dumps, has heretofore been, at a low estimate, \$20,000 per day in the anthracite region of Pennsylvania.

The prospect for a find at Town Lake, Queen's Co., is said to be very encouraging.—*Liverpool Times*.