

### THE DOLLY VARDEN MINE.

The position in regard to ownership and operation of the Dolly Varden Mine and its equipment, including the 18 miles of railway from tidewater at Alice Arm to the Mine, has developed in complicity during the past two weeks. Hon. John Oliver, Premier of British Columbia, has been officially notified by the Canadian Government, Ottawa, that it has received an appeal from the Dolly Varden Mining Company for the repeal of the Provincial Legislation under which the Taylor Engineering Company obtains authority to take possession of the property and operate it for the purpose of paying the claims of \$462,000, which the Engineering Company has against the Mining Company, and the justice of which has been upheld by the Legislature. Premier Oliver interprets the notification as merely the extension of usual formal courtesies between the Federal and Provincial Governments. If, however, it means that the Province is expected to enter a defence of its legislation it is another matter, and it is hardly likely that the British Columbia Government will do so. Its position is that the legislation is within its jurisdiction, having to do only with civil and property rights, which are laid down by the British North America Act, as being within provincial purview. Disallowance by the Dominion Government, therefore, would precipitate a more or less bitter struggle and lead to exceedingly strained relations between the two administrations.

Meanwhile the Taylor Engineering Company is proceeding to take over the mine, etc., arrangements being under way for placing the property on a shipping basis, and for the operation of the railway over which the ore, of which a considerable tonnage has been proved by diamond drilling and otherwise, will be transported to the sea. Nor has the matter of water transportation been overlooked.

A new power freighter is being put in commission to carry supplies to Alice Arm. She has a 300-ton deadweight cargo capacity, and will be ready to start on the northern run shortly.

A. J. Taylor, president of the Engineering Concern, states that his plans are all made, that the mine will be re-opened without loss of time, that the railway will be operated, and that it will not be long before ore is shipped. He is confident that it will not be long before returns are received which will permit the payment of wages to those workmen who were employed on the construction of the railroad, and whose claims must, under the legislation referred to, be given first consideration.

### Waiting for Concentrator for Rossland Ores.

Alarming reports were circulated recently to the effect that the Rossland mines of the Canadian Consolidated Mining & Smelting Company, as well as the Trail Smeltery, were being closed down. It is true that a considerable body of miners and workmen were released from Rossland, but the statement that it is proposed to cease operations entirely either at the mines mentioned or at Trail is emphatically denied by J. J. Warren, general manager of the company. In a statement explanatory of the situation Mr. Warren said: "We have been obliged temporarily to suspend

shipments of ore from the Rossland mines because we have found it impossible to make ends meet with the prevailing high costs of both labor and material. We expect to resume, however, before the end of June, when the concentrating mill probably will be ready for operation. To continue in the meantime would not only result in financial loss, but in the serious wasting of our substance—in other words our ore reserves—of which there is only one crop. We are still keeping over 100 men at work in the Rossland mines. The resumption of Rossland ore shipments may be affected by the action of the Crow's Nest Coal Miners in deciding to go on strike, thus shutting off our coke supply, as the Rossland ores require a large quantity of coke for reduction.

Pennsylvania coke is now selling at very little above pre-war prices, while Crow's Nest coke commands \$7.71 a ton f.o.b. ovens as against \$4.50 a ton f.o.b. ovens before the war. We expect to be able to maintain our smelting operations, which have been continuous for over twenty years, excepting the short periods when our men or the coal miners took a holiday. It would be idle to pretend, though, that we are not passing through a very critical period. There has been, however, some little improvement in the lead situation—not so much in price as in there being a little better demand for the metal. Mexican lead is our chief difficulty. It was offered recently at less than 4c a pound f.o.b. Montreal in bond. We appreciate the co-operation of our men at this trying time, which cannot last for ever.

Outside reports, unauthoritative in character, are to the effect that the number of men let out at Rossland is considerable, and that, for the most part, they are men who have given expression of their support of the "One Big Union" idea. It also is stated that some 75 workmen have been discharged at the Trail Smelter. Mr. Warren, however, is credited with the statement that those who have been so released need not go idle, there being plenty of employment available for them at the Sullivan Mine, which is being developed on a large scale, and from which shipments of ore are to be increased.

### The Rock Candy Mine.

The development of the fluorspar property, known as the Rock Candy, and situated near Grand Fork, B.C., by the Canadian Consolidated Mining & Smelting Company, is being vigorously prosecuted. J. J. Warren, general manager; M. A. Archibald, consulting mining engineer, and other officials of the company, recently inspected this property. After looking over the mining operations, they visited Lynch Creek, when the concentrating mill, newly installed, was in operation for the first time. The tramline, which will carry ore from the mine to the mill, also was demonstrated. The bunkers at the mill already are filled. The plant and the general equipment functioned satisfactorily, and everything is ready for work. The spur connecting the Kettle Valley Ry. with the concentrating mill is not yet quite completed, but the steel is on the ground, and will be laid without loss of time. As soon as this detail has been attended to operations will start and be carried on continuously.