

realized. It means that the vein runs consecutively through the whole of the claims comprising the property. The lead has been traced a distance of 9,000 feet, nearly two miles, and averages about thirty feet in width.

It was because the vein was present in the Jane claim that the management determined to undertake work involving an expenditure of a million dollars.

"Zinc," says G. O. Buchanan, the well known president of the Associated Boards of Trade of the Nelson district, "is now in about the same position as was lead a few years ago, before the bounty was granted by the Dominion Government. It is languishing. The market is uncertain, the 20 per cent. duty imposed by the United States Government is operating against producers and the unfinished condition of the new zinc smelter at Frank, which works will probably absorb a quarter of a million dollars to put upon a fair working basis, is not encouraging.

A rich quartz strike has been made eight miles from Log Cabin, on Too-Chi Lake. Fifteen claims were staked and have been bonded to New York capitalists. The whole country will soon be covered with stakes. A town-site has been located at the head of Too-Chi Lake. It is quite possible that the White Pass Railway will build a branch road to Conrad City by way of Too-Chi Lake to tap both on these rich camps. The ore in the vicinity of Too-Chi Lake carries value in gold, silver and copper. Surface assays show \$25 to \$40 per ton value in the three metals. A government road will be built from Log Cabin to the mines.

YUKON.

One hundred and one ounces of gold, worth \$1,616, taken out in three days by seven men is the result of a clean-up made in the Yukon on the hillside claim on the right limit of Hunker, opposite No. 26 below. The claim is owned by Messrs. McLeod and McLaughlin. This is among the richest pay ever struck in the Klondike.

In the course of an interview given in Victoria a few days ago, Mr. J. H. Rogers, traffic manager of the White Pass & Yukon Railway, stated that, although the pick and shovel have given way to gigantic dredges in the Yukon, Dawson will continue in its present prosperity. Five dredges are already working in the district; one on Bear Creek, owned by the Rothschilds; the Bonanza Basin Company's dredge now working on the lower Klondike; the Ogilvie dredge built for the Stewart River, but now working on the lower Klondike; the original Klondike dredge built by the Lewis River Gold Mining & Dredging Company, and the Canadian Forty-mile dredge owned by a Toronto syndicate, headed by Dr. Grant and W. J. Smith.

The Guggenheims are now assembling three dredges for work next season. Two of these will be located on 104 below on Bonanza, and the other on 90 below on the same creek. A dredge for Col. Budd and Russell King is now on its way down river to Dawson. It will be taken to the mouth of Forty-mile and hauled up that stream to American territory. The Allen dredge, also for the American end of the Forty-mile, was shipped the other day on the steamer "Al-Ki." Mr. Rogers states that at least five other dredges, apart from others the Guggenheims are likely to build, will be sent north next season.

COAL NOTES.

NOVA SCOTIA.

Shipments of the Springhill collieries, of the Cumberland Railway and Coal Company, during August amounted to 32,145 tons.

The approximate output of the Dominion Coal Companies collieries at Glace Bay, during September was 23,800 tons. Shipments were approximately 33,300 tons.

The Dominion Iron & Steel Co. have received a cargo of Gowrie coal for use in their blast furnaces. The latest analysis of this coal shows it to be well adapted for metallurgical purposes, and an excellent steam coal besides. The Dominion Steel Co., it is said, are making a practical test of this coal with the view of purchasing the entire output of the Morien collieries.

A new bank head will be erected at the Reserve mine, Dominion Coal Company, Glace Bay. The new structure will be slightly higher than the old one and will be built of hard pine. Construction work on this will be rushed with all possible expedition. The new bankhead will serve the French and East slopes and also the Emery seam. No more steel bank heads will be built by the Dominion Coal Co. Hard pine proves nearly as durable in Cape Breton and in cases where wood is used in building any changes or alterations needed can at any time be readily made.

Excellent progress is reported from the mine now being developed at Port Malcolm. About a hundred men are at present employed there and a shaft has been sunk to the depth of 325 feet; at a distance of 75 feet lower down it is expected that the principal seam of coal will be struck. The company are now reported to have seams 4, 6, 7 and 12 feet in thickness respectively. A peculiar feature of the seams here near the surface is the fact that they run perpendicular or nearly so. It is expected, however, that at a greater depth the coal will take a turn and the seams will be at a favorable angle for working operations. Tunnels are being driven from various points in the shaft. The full size of the coal basin is not determined but work is being carried on to determine accurately its extent which is believed to be great. The industrial development is making itself felt in Richmond County.

In connection with the report that negotiations are going forward looking to the merging of all the coal interests in Cape Breton, held outside the areas of the Dominion Coal Company, coupled with which the names of Henry M. Whitney, B. F. Pearson and Graham Fraser are mentioned, it can be said that Messrs. Pearson and Fraser have just visited Glace Bay and Fort Morien, and it is stated that the proposed amalgamation is likely to be completed within a very short time.

The properties held outside those owned by the Dominion Coal Company include such well-known areas as those of the Gowrie and Blockhouse collieries, the North Atlantic Collieries Company, areas at False Bay Beach owned by Gen. Montgomery Moore, the property of the Cape Breton Coal, Iron and Railway Company at Broughton, areas of the Cumberland Coal and Railway Company, and other minor holdings, including submarine areas.

The project will involve a capital of several million dollars.

The proposal is to ship the product of the combined areas at Port Morien, and eventually to build a railroad to Louisbourg for winter shipments.

Surveys are now being made of some of the properties, which, it is said, will be taken over in the deal.

BRITISH COLUMBIA.

Coal properties in the neighborhood of Coulti, in the Nicola Valley, have been bonded to the extent of \$100,000, the Diamond Vale Coal and Iron Mines, with head offices in Vancouver, being responsible for the deal. Sir Thomas Shaughnessy is reported to have said that the C.P.R. Company would take all the coal the Diamond Vale people could turn out. The Diamond Vale Company is composed largely of British Columbians.

Some idea of the increase in traffic that has taken place during the past year on western lines of the Canadian Pacific may be gleaned from the statement that so far this season approximately 75,000 tons more of bituminous coal have been received for the railway company