

The construction of the Schumacher mill is finished. The work was started only on April 17th, and the whole has been finished and roofed in by June 20 by the contractors. All the machinery has been ordered, but none of it has arrived as yet.

In a crosseut from the main shaft to the McIntyre line, one of the series of veins cut with a diamond drill has been cut. It is 4 ft. wide and of a good grade of ore. It is one of a series of veins that is known to come across into the property from the McIntyre.

COBALT, GOWGANDA, SOUTH LORRAIN

Coniagas.—Drifting on the new vein found on the Coniagas mine from their new shaft in the centre of the town still continues with satisfactory results to the company. The company last week shipped three cars of concentrates to the Coniagas Reduction smelter at Thorold.

Nipissing.—Several new veins have been found by the hydraulic near Peterson Lake. These veins are narrow and the grade of ore is not high, but they are of good length and they are being developed. The pump will shortly be moved to Cart Lake, where it will be used to wash off the overburden on the conglomerate area owned by the Nipissing. A little superficial trenching was done on this area in the earlier days of the Nipissing. Underground quite a lot of drifting and crosscutting has been done from shaft 150, but veins found carried no silver of any importance. The Nipissing has about a hundred acres here which should be very well worth prospecting, as it is all conglomerate and of a good depth.

Temiskaming.—From the Temiskaming mine there has been shipped the heaviest weight of silver that has ever left the camp in the form of crude ore. The car weighed approximately 85,400 lb., contained 308,000 oz. and was valued at \$152,460. The car was only valued by grab sample, but those are approximate figures.

It is not the richest car in regards to dollars and cents received from the smelter. Two years ago this fall when silver was selling at 64½ cents the McKinley-Darragh marketed a car of ore weighing 77,000 lb. containing 245,000 oz., for which they received net from the smelters \$154,000. This was not as rich a car, considered from a value per ton basis, as the Temiskaming, and it is probable that the cars shipped from the Nipissing in the very early days of the camp and from the O'Brien in 1906 contained a larger percentage of silver. As regards the highest percentage of silver per ton, it is probable that the palm goes to the car shipped out of the Reeves Dobie at Gowganda, but it did not contain more than seven or eight tons.

Bullion shipments from the camp to England are scarcely less to-day than they were before the war, with the exception of the Nipissing. That company ships its bullion to agents in New York, who re-consign it to London.

NOVA SCOTIA

Dominion Coal Outputs.—The production of the Glace Bay mines for May will be roughly 440,000 tons, comparing with 405,351 in May, 1914. This is the first occasion for a year that the monthly production has exceeded that of the corresponding month in the previous year. The total output of the Glace Bay mines for the five months ending May will be 1,627 tons, comparing with 1,801,773 obtained during the corresponding period of 1914.

The output of June, 1914, was 452,270 tons, the largest single month's production ever obtained by this company from the Glace Bay collieries. It is expected that the outputs of June, 1915, will at least equal those of last June, and it will not be surprising to see them exceeded.

The production of the Springhill collieries for May will be about 31,000, slightly less than last May. The aggregate to the end of the five months, January to May, will be about 165,000 tons, or almost identical with the figures for the corresponding period of 1914.

The output from the twin collieries, Nos. 2 and 9, for May was the largest these mines have yet produced. The production of No. 2 (Phalen seam) was 76,000 tons, exceeding by three thousand tons the highest recorded figure for one month. The output of No. 9 was 40,000 tons, being within a few hundred tons of the best performance of this colliery. The mines were idle one day in the first fortnight of the month because of lack of outlet, and were again idle on Victoria Day, so that this record production was obtained in 24 working days, compared with the maximum of 27 working days. The combined production of the two seams was therefore 116,000 tons for the month, or an average of almost 5,000 tons daily. No. 2 colliery is now about fourteen years old, and it is no mean achievement to get so large an output at this date, without any notable expenditure having been made on equipment for many years past.

The "Morwenna" torpedoed.—A reminder of the actuality of the war has been given to Cape Breton in the torpedoing of the "Morwenna." This vessel was one of the "Black Diamond" Line vessels, which, owing to the temporary abandonment of the Newfoundland-Cape Breton-Montreal service by the Dominion Coal Company, was engaged in freighting steel products to Great Britain and France. Not content with torpedoing the "Morwenna," without warning, the German submarine shelled the vessel and killed one of the hands as the boats were being lowered. So far as your correspondent is aware, this is the first Canadian steamer to be destroyed by the Germans, presumably because it was the first time they had the opportunity. One nation on this side the Atlantic has solemnly stated it will hold the Imperial German Government to "strict accountability" for its submarine warfare. There is another nation in America that is already engaged in the straightening of accounts with Germany, and the Canadian people may be credited with average memories. Perhaps when this war is over it may be possible to buy a Sheffield blade in a Canadian store without the necessity of bulldozing the proprietor. It would be interesting to ask how many persons in Canada are under the impression that "Boker" cutlery is made in Sheffield. Irish linen collars may perhaps be preferred to Austrian-made collars when the little pleasantries of the Teuton are ended, and perhaps the legend "Made in Germany" may cease to flaunt itself on every article in the "Fifteen Cent Stores." Maybe underwear that is manufactured in Nova Scotia and in Ontario may be preferred by Canadians to underwear made in the purloins of Berlin-on-the-Spree, and possibly the words "Made in Austria" may no longer appear on every high quality lead pencil used in Canadian drawing-offices. And conceivably when the smoker wishes to light his pipe in days to come he may not be requested to "zünden an den braunen Streichflächen" with matches that are made in Zanow, Pommern—otherwise Prussia. It may be remembered that it was the