

level, the few hills in them being usually diabase. These hills seem to be the remainder of a huge sheet of diabase which at one time covered the country. Dykes of diabase are also common. It is in the diabase that all the silver has been found. There are limited areas of conglomerate, also, but unlike the conglomerate of the Cobalt district, no mineral has been discovered in it yet.

Last spring the government created the Montreal River special inspection district, which includes the new silver area. In this field, as at Cobalt, every claim must be examined and passed by an inspector before a patent for the mining rights is granted. This is meant to prevent the blanketing of claims (which occurred at first in Cobalt) and seems to work in a satisfactory way. There are now eight inspectors at work in the district. This system tends to hasten the development of the country, since the owners, or rather those who hope to be owners, of claims on which there has not been enough discovered to pass inspection, work hard to find something before the inspector comes round. The inspectors in their decisions give the real prospector, the man who wants to work, every possible chance.

There is now a line of boats, steam and gasoline, running from Latchford to Bear Creek in James Township, 40 miles up the Montreal River. At Bear Creek a post office has recently been established—Elk Lake P. O.—and there are stores and restaurants there and at other points along the line. There is quite a settlement already at Bear Creek, and it looks as if it were going to be the future town of the district.

ALBERTA.

COLEMAN, ALTA.

At Frank, Alberta, the zinc smelter of the Canadian Metal Company lies idle. The plant is extensive, entirely up-to-date, and represents an enormous investment. It is the only smelter of its kind in Canada and has a capacity sufficient to supply the home market. No sooner was it in working order than the American Government placed a tax of $1\frac{1}{2}$ cents a pound on spelter, thus shutting off the market of the Western States to the Canadian enterprise. At the same time the American producers retain the Canadian market, which is mostly in the Eastern Provinces, since they have no duty to pay on spelter coming into Canada and have the advantage of $\frac{1}{2}$ cent a pound in freight over their far-western competitor. As a result, zinc ore, which must be taken out with the lead in the British Columbia mines, is thrown on the dump. This is regrettable because the capital invested in lead mining might have an additional return from zinc and because the capital invested in the Frank Smelter has no return at all. Moreover the profitable production of spelter has proven to be more hazardous than the smelting of most other ores, and the initial attempt at Frank, so far removed from any similar plant, thus compelling the managers to educate their experts from recruits, called for all the safeguards Canada could lend to it. The sensible solution would be to tax spelter. If the Dominion Government wished further to encourage the industry, they might bonus spelter for a few years, as they do steel. The miner needs no bonus for extracting an ore which he mines now for nothing, since he would be benefitted sufficiently by having a market for his ore. Here is work for the Alberta, British Columbia and Dominion Governments. Meanwhile the Canadian consumer is paying to the American Trust \$5.90 for zinc that is quoted in London at \$5.18, because the Americans can uphold the price while they have the market on which to dump their surplus product.

Car Shortage.—Many of the Coal Mines along the Crow's Nest Railway are suffering for want of cars. They either have no place to store coal or cannot afford to handle it a second time. The companies that also make coke are further handicapped by not being able to get out enough slack for their ovens since they have no place for the screened coal. This again threatens the smelters up the line that are waiting for coke. Apart from this the operators, who install costly plants, calculate on working their full capacity, depending on daily profits to offset the wear and tear of machinery, mine repairs and wages of a permanent office and engineer force, not to mention a return on their investment. In these days, too, miners are scarce and operators cannot hold their men when steady work attracts them elsewhere. Thus one operator gains prestige in the market at the expense of a less fortunate competitor. Last, but not least, the miners lose "shifts," which are needed for bread and butter.

Strathcona, Alberta.—At Strathcona, Alberta, the Clark Dredging Co., of Chicago, manufacturers of the Clark Hydraulic Dredge, are installing a plant for the Northern Dredging Co. The latter has a concession from the Dominion Government for fifteen miles of territory along the Saskatchewan River. The ground was tested last fall for gold and platinum. The Clark Dredge is a combination between the bucket and suction dredges. It digs the gravel and the suction elevates it. The plant will be in operation in two weeks.

GENERAL MINING NEWS

NOVA SCOTIA.

Sydney.—The transfer of the Port Morien coal areas to the North Atlantic Collieries Company has been completed. The erection of houses will be started. The Government dredge is deepening the harbor.

The action of James T. Burchell against the Dominion Coal Company is reported to have been settled out of court. The amount involved was \$116,200, and the litigation arose over certain coal areas at Point Aconi.

Mr. F. W. Harbard, the English authority on the metallurgy of steel, is one of the witnesses called by the Dominion Iron and Steel Company in its suit against the Dominion Coal Company.

At Catalone near Lunenburg, C.B., an asbestos mine is being opened. American capital is in control.

Londonderry.—It is reported that the Londonderry Iron and Mining Company is to erect a car-wheel foundry on its property at Londonderry. Here they will use the pig-iron from their own blast furnace and will supply car-wheels to the Silliker Car Works, a new concern being started in Halifax.

Chignecto.—On August 1st the Maritime Coal Railway and Power Company put in operation their Chignecto power plant, the only plant on the American continent where power is generated at the pit-mouth for distribution. The machinery includes a 800 h.p. Robb-Armstrong engine, and an alternating generator of 100 kilowatt capacity, manufactured by the Canadian Westinghouse. During the opening ceremonies, a telegram of congratulation was received from Thomas Edison, whose father, by the way, lived for some time in Nova Scotia.

Springhill, July 31.—Thirteen hundred employees of the Cumberland Coal and Railway Company quit work this evening. The men resented deeply the finding of the Conciliation Board, appointed under the provisions of the Lemieux Act, as regards "local stone." The Board, composed of Jus-