

The Hall Mining & Smelting Co. Ltd., has installed a new roasting furnace at Nelson which is the invention of an Australian, Mr. T. D. Merton, by name. This furnace has been used for roasting gold ores in Australia, preliminary to treatment by chlorination and cyanide, and it has also been adopted in some Australian smelting works. The furnace occupies a floor space of 9 feet by 35 feet; it has three decks or floors within the body of the furnace and one exterior half. Its advantages, it is claimed, are that the mechanism of the rabbling is of such a character as to turn over every particle of ore in each revolution. The reports from Queensland smelting works are very satisfactory.

Mr. F. H. Sherman, President of District 18 of the United Mine Workers of America, in a communication to the Nelson News, under date of March 1st, points out that, in the year 1903, the fatalities in the Crow's Nest Pass field were doubly those of the competitive states of Washington and Montana, and nearly three times as great as in the States of Pennsylvania, West Virginia, and Illinois. Mr. Sherman makes this statement his reason, or his excuse, for the statement that the United Mine Workers are endeavoring to keep unskilled labor out of the mines, and to increase the quality of the men whom it permits in mines. Incidentally, the statement is a claim for higher wages.

### YUKON.

There are many good sized dumps on Hunker in the neighborhood of Hester Creek; from 45 to 60 below are the largest dumps on the creek.

During February operations on Hunker Creek were much hindered by an unusual flow of underground water, which is now reported to have slackened.

Glacier Creek has hitherto had only a summer post detachment of N.W.M. police, but beginning March 1st, a permanent patrol of police will be located there.

Big Gold Creek, a tributary of Sixty-mile River in the Glacier District, reports the finding of coarse gold and gravel worth 75c to the pan. The discoverers are Wm. Miller and Wm. Schofield.

Five hundred pounds of clean bornite were lately sent in to the Government Assay Office at Dawson from Lund and Lloyd's claims on White River. Assays of small samples have shown high values in gold.

It is reported that the property of the Canadian Klondike Placer Mining Co., which is located about 25 miles from Dawson, has made a strike of rich gravel. It is said that pans have shown \$100 a pan.

This winter there are 199 boilers at work on Dominion, Granville, Sulphur, and Gold Run Creeks. Their aggregate horse power amounts to 3,575, and the total horse power of the engines on the same creeks amounts to 796, leaving 2,779 h.p. as the amount available for thawing purposes.

The Yukon World is authority for the statement that Mr. A. J. Beaudette, Mining Engineer to the Territory, has discovered, on No. 8 Dominion Creek, the head of a huge mammoth (*Mastodon giganteus*). The rest of the mammoth is being carefully uncovered in the hope of obtaining a complete skeleton.

Yukon advices concerning the new Tanana district are not favorable. There is practically no gold dust in circulation, only legal tender. This report says that only 20 to 30 claims are working this winter, 15 on Cleary Creek, 5 on Fairbanks, and 3 on Pedro Creek. A large number of claims are being prospected, but are not producing the yellow metal. Out of over 5,000 men centering at Fairbanks, less than 1,000 have steady employment.

Reliable reports from Duncan Creek, Stewart River, indicate that the deep gravels of that district may occasion a production to rival the palm days of Bonanza and El Dorado. No shaft has yet reached bedrock except on Hiatt Creek where the average depth to bottom is not over 20 feet. The deepest shaft on Duncan in February was 139 feet with no sign of bedrock. The water is very heavy and many shafts have been lost through flooding.

From reliable sources it is announced that coal of good quality will be plentiful in the Yukon during the present year. The Alaska Coal & Coke Co. have opened a seam at Royle's Landing at the mouth of Washington Creek, 40 miles below Eagle on the Yukon. This seam is of a good coking quality and is from 5 to 15 feet in thickness. The outcrop can be traced for 3 1-2 miles, and the seam dips sharply at an angle of about 45 deg.

The White Pass and Yukon Railway have given a contract for 5,000 tons to Capt. Miller, who is working the coal at Five Finger. All the White Pass boats are having their grates changed from wood to coal burners.

At Forty Mile the Williams Co. have built a tramway (some twelve miles in length) from the mine to the bunkers, and are prepared to ship steadily when the river opens. The new shaft has now ten feet of clean coal opened. Besides these three shipping properties there is the Ames Mine, which is now reported to be free from litigation and which expects to ship coal before the close of the season.

With these collieries open, two above and two below Dawson, the days of wood at \$10 per cord, will come to a speedy end.

## COAL NOTES.

### NOVA SCOTIA.

In spite of the coal duty the Dominion Coal Co. is still disposing of from 700,000 to 800,000 tons annually in New England.

The annual meeting of the Intercolonial Coal Mining Co. was held in Montreal on the first day of March, when the report of the manager was submitted. The total output of coal and coke for the year ending December 31st, 1904, amounted to 269,689 tons. The old Board of Directors was elected, with Mr. Jas. Cleghorn as President, Mr. Chas. Fergie as Vice-President and General Manager, and Mr. D. Forbes Angus as Secretary and Treasurer.

The Nova Scotia Steel & Coal Co. attempted to hold a meeting in Montreal on the 2nd of March, but experienced difficulty in obtaining all the directors, owing to the recent heavy snowstorms which had occurred in Nova Scotia, and which had delayed all passenger trains and had thrown all shipments out of gear. It is understood that the meeting was not unanimous as to the declaration of a dividend on the common shares, and nothing was given out for publication.

The Dominion Coal Co. has chartered for the season of 1905 the Cattalane, Mystic, Dominion, Tordensjold, Tanored, Brittanle, Harrod, Ovidla, Smyra, and the James Ross, in addition to the Company's own fleet, which comprises the steamers Coban, Louisburg, Cape Breton, Bonavista and Cacouna. The steamer Turpin has been chartered to be used in the coast trade alone. The largest steamer of the fleet is the James Ross, which is now building at Middlesburg, England, and which will have a capacity of 7,000 tons of coal.

The Canadian Pacific Railway has been making experiments on one of its locomotives with the burning of the anthracite coal coming from its new colliery near Banff. So far as the tests have gone they have proved satisfactory, and it is probable that the Company will use anthracite coal to a very great extent on its western lines in the future. In this respect the C.P.R. is but following the example of the Lehigh Valley R.R., in running the Black Diamond express, which has been successfully in operation for several years as a fast train. Locomotives burning hard coal require to have a fire box built specially for the purpose, as the heat from the combustion with anthracite is greater than that from the combustion of soft coal.

In the month of February the Dominion Coal Co. put out a total of 128,778 tons of coal, and shipped 106,295 tons. The output from the collieries was respectively as follows:—

	Output.
Dominion No. 1 .....	29,094
" No. 2 .....	24,999
" No. 3 .....	10,989
" No. 4 .....	27,752
" No. 5 .....	21,571
" No. 7 .....	3,890
" No. 8 .....	.....
" No. 9 .....	10,483
Total .....	128,778

The Dominion Coal Co. has finally decided to make an attempt to secure the markets of Toronto and Western Ontario for coal. In previous years Toronto, and other towns on Lake Ontario have been supplied by American coal companies, owing to ease of access by water routes across the Lake. The Coal Company's Directors think that this market should belong to Canadian coal companies, and will make an effort the coming season to secure it by employing a special class of boats to handle coal between Montreal and Toronto. The Company will also construct large coal pockets at Toronto, which will be used as the principal distributing centre for Ontario. A large number of contracts have been made in Toronto with some of the most prominent industrial concerns in that city, and other contracts have been made for the towns of Prescott, Brockville, Kingston, and places between Montreal and Toronto.