

"They told me that you were the first to put in a steam plant. Is that true?" I asked.

"Yes, if what I put in might be called a 'plant.' It was not a large affair, but it enabled me to get out and ship the second car of ore that left Cobalt. It was shipped on October 1, 1904."

After taking \$600,000 worth of ore he sold out in the autumn of 1906.

The Trethewey is one of the great mines of the camp—the Coniagas is also fairly good in spots. Both have immense plants, and are most carefully managed.

(Alex. Longwell, here mentioned, was the discoverer of the Buffalo.)

THE O'BRIEN MINE

"The mine is mine!" said two, after Neil King had discovered (?) silver on the land adjoining Larose and the Nipissing on the east—east of the north end of Nipissing. The "(?)" because the Larose claimed that King did not make a discovery, but that their own man had made valuable finds. As the history runs, King claimed to have made his find in Nov., 1903. He was another of the railroad's workmen. He sold the 160 acres which he had taken up, to Mr. J. O'Brien for, it is said, \$206,000. The property lay idle till May of 1905, when T. Culbert began its development for O'Brien. In less than a month he had dug out a \$65,000 car of ore.

The Larose people made claim to it, by reason of prior discoveries made for them by Anson Cartwright. The case was postponed, from time to time, for nearly two years, when the Government quietly handed it over to O'Brien, without even the semblance of a trial. Gave it, but reserved 25 per cent. of the output—a way it has of settling matters when two fail to agree on a settlement. They later felt so sorry about the matter that they paid the Larose \$130,000. If the Larose was entitled to \$130,000 the mine would seem to have been wholly theirs. But they don't follow any set rule up here, save to get a big per cent.