

Our Only Tungsten Mine

New Brunswick so Far Fails to Realize The Value of The Immense Deposit of This Valuable Metal Burnt Hill on The Miramichi

You leave Moncton on the Transcontinental at four o'clock any afternoon of the week you please, with the exception of Sunday, Monday, Wednesday and Friday. And you travel one hundred and twenty-five or one hundred and thirty miles, more or less deliberately, but still speedily enough for comfort, past McGivney, past Napadogan, and on to a place which is not on the map but is known as Half Moon. There, if you have a pull with the conductor, the train will stop and give you an opportunity to roll down an embankment to the edge of the southwest Miramichi. We landed there about midnight, the train being late, but it was a pleasant evening and the guides had a nice fire going and the tent ready.

Bright and early next morning all the luggage was put on board the canoes. Every man and every boy, and possibly every woman too, along this river knows how to handle a canoe. It is really surprising the skill which some of these people exhibit with a little eight or ten foot pole. The canoes, of course, are dugouts, running everywhere from twenty feet to thirty feet in length. Comfortable enough to sit in and not so difficult to manage as their appearance would indicate. They look substantial enough and they have to be, for in that reach of the river the going is, in places, a little rough. Leaving Half Moon — where the N. T. R. crosses on a steel bridge which was certainly paid for by the pound — one meets a succession of rapids. There is Louis' Pup, Little Louis, then Louis himself. The senior gentleman is remarkable for his activity. During the next ten miles or so there is Peter and there is Paul, there is The Rangers, there is Push-and-be-Damned and a whole bunch more. Griffin's Camp is an ideal place to stop for lunch, stuck up on the side of the bank and affording a beautiful view for the diners. Eight miles or more below on the river is perhaps the worst spot in the whole reach, the series of two rapids known as Little Burnt Hill and Burnt Hill. This run of eighteen or nineteen miles from Half Moon is one of the most delightful trips imaginable and terminates at the great point of interest in that country — the Tungsten Mine at Burnt Hill. Tell you more about that in a minute. This is the country of river drivers, canoe experts and of people with an accent all their own. Up there all the Moirs are "Murs"; the Munns, "Moons"; an elm tree is an "ullum," and a man who wants to say "I did it" says "Oi dud it." But nobody minds an accent or pays attention to it when he has such capable protectors as Donald McKay, Dolph Hunter or Perley Calhoun. Leaving Burnt Hill there is another twenty miles of glorious scenery through the mountains of the main Miramichi, which scenery includes a beautiful little water fall of sixty or seventy feet on what they call Fall Brook, sufficient to provide power for a whole bunch of industries. And a few hours canoeing brings the wanderers out at "Hayes Bar." From there you get a team, and although there are a great many pretty drives in New Brunswick it is doubtful if there is anything to compare with this nine miles of road along the bank of the Miramichi from "Hayes Bar" to Boiestown.

This Tungsten Mine has always been a bugbear. The "Standard" has known perfectly well for years that some day someone would have to go in and have a look at it. But there was a feeling that it did not amount to much, that it was only a promotion stunt and that the difficulties in the way of getting there meant a whole lot of discomfort and very little satisfaction. That opinion does not now exist.

The tungsten mine amounts to something pretty big — how big even the owners cannot yet realize. It is not a promotion stunt, for it is owned by people with money who are putting money into it and intend to keep on putting it there. And the difficulties in the way of reaching the mine consist of a most enjoyable outing through magnificent scenery in a climate, which, apart from mosquitos and black flies, is enough to cure the most dismal physical wreck.

This is not merely the only tungsten mine in New Brunswick, but actually the only one in Canada. What this means to the country and to the Empire can hardly be realized. But in past years Britain has had no tungsten. Germany has controlled practically every mine in the world including those in Burma, Australia, Peru and Bolivia. Germany used the tungsten so secured in the manufacture of high-speed steel and sold this steel at fancy prices to Britain. But when the war broke out and the absolute necessity of tungsten was realized, Britain commandeered or otherwise secured the output of all available mines including this one in New Brunswick, which was not then in operation.

The history of this New Brunswick mine goes back a good many years and need not be related. The discovery of the ore is not recent, but the magnitude of the deposit is scarcely yet understood. The tungsten is found in Burnt Hill mountain. To the southern end of the hill there are outcrops on practically the entire slope, showing the existence of a widely distributed bed of ore. For prospecting purposes a shaft was sunk on the slope, at about the centre of the hill, and ore averaging from two per cent to three per cent was located. More recently a cross-cut has been run in at a lower level and the main shaft has been continued. At the present time there have been uncovered in this mountain six distinct veins of tungsten ore, one of which measures more than thirty feet in width, and these veins have been proven to a depth of fully one hundred and fifty feet with five hundred feet still remaining untouched overhead. The bottom of the veins has not yet been reached, nor in fact has the deposit been more than scratched.

Some years ago a representative of the Department of Mines came down from Ottawa but reported that the deposit was not of commercial value. When a second trip was made the government inspector reported to Ottawa that he had seen \$120,000 worth of ore. If he would come back today he would see uncovered over ten times that amount and a beginning has scarcely been made. Those who are operating the mine — N. A. Timmins of Hollinger fame, Matthew Lodge of Moncton, and the supervising engineer, H. M. Porteous — do not wish to become too enthusiastic, but it is difficult to conceal their satisfaction when every day's work adds so greatly to the amount of valuable ore in sight and widens the possibilities for even greater things in the future.

This ore from the veins will average easily two and one-half per cent of sixty per cent metal. The tungsten is found in the form of wolframite. A thirty ton mill is in operation and because of the fact that what is being done now is really development work, everything coming out of the mine — ore, dirt and rock — is being put through this mill. This development ore is averaging better than one per cent and is, of course, profitable milling. Unfortunately the mill has been built a couple of thousand feet away from the main workings, necessitating a haul of the ore which will later be avoided. It is the intention to construct, as soon as conditions are favorable, a very much larger mill right at the mine, one which will handle at least three hundred tons per day, and there is also a suggestion that a smelter be erected. There is money to be made in the concentrating process, but there is also money in the smelting, and both might readily be carried on most economically at the mine where there is an abundance of water, fuel and other necessities.

There are two methods of treating wolframite, the familiar one of smelting and the other of transforming the coarse metal into tungstic acid. This mineral, used in the manufacture of high-speed steel, imparts that elasticity or toughness so necessary in tools. Because of the comparative scarcity of the metal, many manufacturers have been using a carbon steel which is not entirely satisfactory.

The most pressing difficulty with which those now operating New Brunswick's tungsten mine have to contend is the inaccessibility of the mine. There are no roads. It is impossible to freight supplies up the river from Boiestown because of the very strong current. It is extremely difficult to bring the freight down the river in large

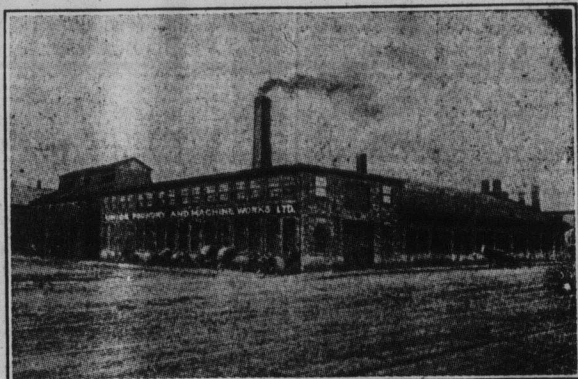
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A school teacher in a western city from gave a quiz to test the power of observation. The pupils were asked to tell everything their fathers did in the morning from the time they got up from the breakfast table till they left the house to go to work or business. The first one said: "When he gets up."

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