

The following reference to mining in the Kamloops district in 1905 was made in the recently issued annual report of the local Board of Trade: Development in our camp has continued without abatement during the year, and some carloads of ore were shipped as smelter tests by claims under development. The Iron Mask has maintained its reputation as an ore producer, shipments having been 343 cars, representing 6,847 tons of ore and 20 tons of copper matter. The operating plants of this mine were considerably augmented, and as the ore bodies show no diminution the management looks forward to a prosperous future.

"Coal is growing scarce and an advance in prices is predicted by the local dealers," says the *Puget Sound American*, published at Bellingham, Washington. "Nothing but Wellington coal from Vancouver Island is now to be had, and that at the rate of \$7 per ton. The Black Diamond and other coal mines in the Puget Sound country are all owned by the railroad companies and the bulk of the coal is now being shipped to Eastern points. About 1,200 tons of the British Columbian coal was consumed in Bellingham last month and as much more will be sold this month. The usual quantity is an average of 200 tons a week, but owing to the scarcity of Washington coal the demand for Wellington coal has increased."

In reply to our enquiry concerning the intentions of the holders of vendors' stock in the Similkameen Mining & Smelting Co., Ltd., recently organised in Vancouver, in regard to pooling such stock, we have received from the secretary of the company the following assurance: "Purchasers of treasury shares are amply protected by a document deposited in the Canadian Bank of Commerce, Vancouver, with the whole of the vendors' shares which cannot be released until one-half of the treasury stock has been sold and proceeds expended on the property, or until such time as the directors shall consider it advisable to release the shares. The vendors are compelled to elect the present directors or their nominees until agreement terminates."

Included in a table appearing in the *Kamloops Inland Sentinel* and purporting to show the commercial progress of Kamloops during 1905 are the following items: "Ore shipped, 12,000 tons; matte shipped, 20 tons; concentrates 200 tons." Since the annual report of the Kamloops Board of Trade, as published recently in the same newspaper, mentions only the shipment of 6,847 tons of ore and 20 tons of matte by the Iron Mask mine and makes no specific reference to the remaining 5,153 tons of ore and the concentrates, the position appears to be that either the Board of Trade report was incomplete or the newspaper statement as to the larger tonnage of ore shipped is misleading.

Work has been commenced on the excavations for the power house and engine room for the 1,500-ton

smelter the British Columbia Copper Co. has arranged to erect at Greenwood in place of the smaller smelting works it has been operating there since February, 1901. Some particulars of the machinery and plant ordered for the new smelter were printed in the December number of the *MINING RECORD*. Recently contracts were let for excavations and masonry, respectively. There will be about 20,000 cu. yd. of excavations (including both earth and rock) and 2,000 yd. of masonry in retaining walls, foundations, etc. Something like 1,200,000 ft. of timber will be required for ore bins, trestles, buildings, etc., and there will be about 1,000 tons of machinery, plant and structural steel. Construction and installation will be under the direction of the company's manager, Mr. J. E. McAllister, formerly with the Tennessee Copper Co., at Copperhill, Tennessee, and it is expected that the new works will be in running order by September next.

The steadily extending commercial interest of Vancouver Island in the development of the mineral resources of Southern Alaska, shown more particularly in the receipt by local smelting works of ore, concentrates and matte for treatment, and the supply to mines and smelters of Prince of Wales Island and other parts of coal and coke by local collieries, has suggested that Mr. Wm. M. Brewer's account of mining conditions and developments in Southern Alaska will be perused with pleasure by many readers of the *B. C. MINING RECORD*, hence its reproduction in our columns. Mr. Brewer's knowledge of the subject under notice has been derived from personal observation and enquiry, so he is doubtless well informed thereon. We acknowledge our obligation and express our thanks to *The Engineering Magazine*, of New York, for its kind permission, readily granted, to reprint this timely and interesting article, and for the loan of the blocks used to illustrate it.

The Canadian-American Coal & Coke Co. intends to shortly install a new operating plant at its coal mine at Frank, South-west Alberta. The company's general manager, Capt. F. A. Hill, recently informed the *Frank Paper* that the new works will include a permanent tipple equal to handling 2,000 tons of coal per diem, car haul, box car loader, machinery and equipment for power house, and an extension of the existing rope-haulage system. The tipple is to be provided with two dumps—one for run-of-mine coal and the other to be equipped with shaking screens, picking belt, etc. The machinery for the tipple has been ordered and should reach the mine within the next three months. The work of construction is to be commenced about April 1, next. The cost of the intended additions and improvements is estimated at nearly \$60,000. The output of the company's mine is at present about 600 tons per day, but there is an available market for 1,000 tons, which quantity will be shipped daily after the new plant shall be in running order. The company now has 175 men on its payroll. The Canadian Pacific Railway Co. is increasing its trackage at this mine and intends to have facilities