

We also understand that a seam of coking coal of the same character and probably the same geological formation as the Crow's Nest coal has recently been discovered on Lizard Creek, and the surrounding areas bonded by well known capitalists. Surveys have been made for a spur line to connect with the Crow's Nest Railway, three-quarters of a mile west of the mill. It is found that this line could be constructed on a 3 per cent. grade and would reach the coal deposits in a distance of five miles.

EN PASSANT.

The question of a supply of ore for the new works of the Dominion Iron and Steel Company at Sydney is receiving serious consideration. Apart from the fact that the Belle Island hematite is high in phosphorus and requires a suitable mixer, there is the further fact that the actual tonnage of this ore above water level is not so considerable as was at first supposed, and the necessity for securing large supplies from some other source is one of increasing importance.

Several properties have been offered to the company, including a large tract, said to contain valuable ore, near Antigonish, but we understand that the tests so far made have not justified the company in accepting any of these, although they are still under consideration.

They have also had an offer of the well known magnetic sand deposits, at the mouth of the Natasquan River, of the quality of which they have satisfied themselves, but have hitherto been unable to come to terms with the owners. We understand that they are now contemplating the feasibility of bringing down Lake Superior ore by way of the Welland Canal, and a natural corollary of this would be that they would take up coal. Such a scheme would greatly benefit the coal trade of the Maritime Provinces, and would, for the first time, bring Canadian coal into competition with the American product west of Montreal. We do not see any reason why this plan should not succeed. Even if the company was unable to purchase ore-bearing lands in the Lake Superior region they could probably secure their requirements at a price in the neighborhood of \$2.00 per ton at the Lakes, and should be able to transport it in barges to Sydney for another dollar. This would give them the highest class hematite ore in the market for \$3.00 at Sydney.

Lake Superior ore costs the American steelmakers \$5.75 at Cleveland and probably not less than \$7.00 at the works, which leaves a good margin in favor of the Canadian company. This shows that the Dominion Iron and Steel Company should be able to compete both with the States and with England for the foreign steel rail trade as American rails are now laid down in China at \$4.00 per ton under English prices. We shall watch with interest the development of this proposed scheme as being one of the most important yet suggested in connection with our Canadian industries, and one which will for the first time demonstrate the enormous value to the country of our waterways.

It will be especially interesting for Canadians to notice that the result of the first half year's management of the Rio Tinto mine by Mr. W. A. Carlyle has been to increase the dividend from 35 shillings to 40 shillings per share.

In view of the fact that the iron trade of Great Britain depends largely upon imported ore, it is important to observe that the great sources of supply hitherto relied upon are beginning to fail, and that in the opinion of experts it will be necessary before long to look elsewhere for this commodity. The statistics just published for the first eight months of this year have a very serious complexion, as the total

importation was only 4,417,749 tons against 4,916,880, a decrease of 499,131, or 10 per cent. These figures are still more impressive when we remember that of all the iron ore imported into Great Britain 87.5 per cent. comes from Spain, and most of it from the celebrated Biboa mine. There is no country so likely to replace this deficiency as Canada, and we have every confidence that within the next few years the attention of English capitalists will be so drawn to Canadian mines that an export trade in iron ore will become an accomplished fact. It is only necessary to solve the ever pressing question of cheap transportation to insure this, and cheap transportation means vessels specially constructed for the purpose, running directly between the mines or shipping point and the consumer. The experience of the Nova Scotia Steel Company with their Wabana mine leads one to conclude that under such circumstances the cost of transportation to Europe should not exceed \$1.50 per ton.

We are not surprised to hear that in spite of the advances paid to Cape Breton miners in the spring, continued demand and improved prices are leading to another application. This decision was announced at the late meeting of the Grand Council of the P. W. A. The advance asked for is 10 per cent., and we have little doubt that the men will get it.

Development work at all the mines of the Dominion Coal Co. is being vigorously pressed, and it is evident that they are fully alive to the urgency of future requirements. At a late meeting of the Board it was resolved to spend on capital account no less than \$1,500,000. This will complete the equipment of the three new mines, Dominion No. 2, No. 3 and No. 4, and give the company a capacity of at least 3,000,000 tons a year. Shipments to the Everett Gas Works are still much below contract tonnage, and will have to be largely increased next season. This, with an increased demand up the St. Lawrence and the starting of the Steel Works, will find the company all they can do.

Premier Dunsmuir has not found the labor question quite as easy of solution as he expected. He shut down on Mongolian labor with characteristic thoroughness, and by so doing greatly pleased the residents of British Columbia, but ever since that time the output of the mines has suffered through scarcity of men. An agent was sent to Scotland and upwards of two hundred experienced Scotch miners were imported. They were guaranteed a wage of \$3.00 a day. What the other conditions of employment were has not been made public, but it is evident that these were not fully understood, for the men only worked a few days before a general strike ensued. According to latest advices a number of them went to the States, but some remained, and the difficulties are said to have been smoothed over. All the same, it is well that intending immigrants, especially from civilized countries, should thoroughly understand the conditions which prevail, and should have a carefully considered agreement entered into before they leave their old homes. It hinders the importation of desirable labor when new comers are disappointed, and their letters home counteract the efforts of immigration agents for a long time to come.

For the moderate price of three dollars (12/6d.) Messrs. Charles Griffin & Company, Limited, the well known London publishers have recently published a manual on "Practical Coal Mining," which will undoubtedly be of service as a handywork of reference to our colliery managers, under managers and colliery engineers. The volume, which covers close upon 500 pages, profusely and excellently illustrated, has been prepared by a well known Scotch colliery manager, Mr. Geo. L. Kerr, M.E., M. Inst. Min. E. Some idea of the scope of the work