

properties at Phœnix, B.C., and the smelter at Grand Forks, B.C.

The Canadian Pacific Lumber Co.'s mill at Port Moody, near Vancouver, B.C., was destroyed by fire recently. Loss about \$125,000.

The Crow's Nest Pass Coal Co., Fernie, B.C., have arranged with Mr. Ferneau, London, England, for the erection of a zinc smelter plant at Fernie, B.C., at a cost of \$100,000.

The De Beers Mines Co., Kimberly, South Africa, have cabled an order for a third Westinghouse-Parsons steam turbine generating outfit of 1,500 k.w. capacity for their power plant at Kimberly. This machine will be similar in every respect to the two which the De Beers Co. have had in operation for somewhat over a year.

FUEL.

For names of fuel dealers see "Coal and Coke" in Classified Index.

The fuel supply question is a most important one to Canadian manufacturers. The information published in this department will keep the readers posted on sources of production.

Mr. J. H. Duthie, Canadian sales agent for Jules G. Hoffman, of Detroit, the well-known miner and shipper of Cambridge, Hocking, Pittsburg No. 8 and other grades of coal, reports a good demand for these fuels in Ontario.

Mr. J. H. McClellan, Peterboro', Ont. has been appointed northern agent for the Coaldale Mining Co., his territory embracing eastern Ontario and western Quebec.

Bruce Ellis, for some time the Canadian salesman of the Consolidated Coal Co., has engaged with Kinne & Co., of Buffalo. This latter firm has shipped considerable coal into Canadian territory from Sodus and is now preparing to do the same from Oswego.

A. Y. Malcolmson, of Detroit, Mich., to whom was recently awarded the yearly coal contract for the Toronto Water Works pumping stations, now conducts ten yards in Detroit with a track capacity of 330 cars, a storage capacity of 370,000 tons of coal, 110 wagons and 120 horses, and other facilities in keeping. Mr. Malcolmson has a trade organization of which he may justly be proud.

Mr. E. Wheeler, Toronto representative of the Connell Anthracite Mining Co., recently returned from the anthracite fields. He states that the new breaker erected by his company, at a cost of over \$300,000, is completed and in full operation. This breaker is equipped with the most modern machinery known to coal operators, and is looked upon as the most up-to-date breaker in the anthracite regions.

The Nova Scotia Steel & Coal Co. have leased all the submarine areas outside of the Dominion Coal Co. in Cape Breton, N.S., and for a distance of ten miles out. The company's areas now taken up extend

from Point a Coonie to the northern extremity of Seatarie, comprising over 100 square miles of coal areas, in which all the important coal seams of Cape Breton lie. Agents of the Nova Scotia Steel & Coal Co. have been going over the ground for some time, and recently paid a visit to the submarine workings of the Gowrie and Blockhouse collieries at Port Morien, getting information which it is said confirms their opinion of value of Cape Breton submarine areas. In taking up these submarine areas, the company are looking to the future rather than to the immediate present, and their stroke is an important one.

The annual report of the Acadia Coal Co., Halifax, shows that this corporation had a good year and is following a progressive course. The total sales for the year amounted to 344,260 tons, and the operations were conducted with a fair profit. A dividend of 3 per cent. was paid to the stockholders. It was decided to transfer the sum of \$100,000 to the credit of the Allan shafts out of the undivided profits, leaving a balance of \$107,000 to be carried forward.

W. R. Wilson, an experienced English mining man, who was assistant general manager of the Crow's Nest Coal Co., has been appointed general manager of the Imperial Coal & Coke Co. The president of this company, W. Herbert Evans, and Hume Hall, the secretary-treasurer, have left Montreal for the mines, British Columbia, accompanied by the new general manager.

The Nonax is a device which, according to public tests made recently in London, renders all receptacles containing inflammable liquids comparatively secure from explosion. The device is an application of the principle of the Davy lamp, supplemented by a fusible cap or plug.

If a vessel of ordinary type containing an explosive liquid be subjected to sufficient outside heat, or if the contents be lighted at the orifice, the walls of the tank will burst by the force of the expansion. At an exhibition given by the owners of the patent, the Non-Explosive Device Co., London Eng. a 20-gallon tank was partly filled with gasoline and placed upon a lighted bonfire. The fusible screw cap, made in two parts which were simply soldered together, soon blew out, the solder having melted, and the ascending vapor caught fire immediately; but no explosion followed because the orifice of the tank formed the upper end of a tube which projected down inside the vessel to its bottom, where it was closed. To allow the oil or gas to percolate from the interior of the tank each of the metal layers of which this tube was composed had been perforated, and, while the perforations would permit the spirit to be poured out, they prevented the passage of the burning gas to the interior by absorbing its heat as the wire gauze does in the Davy lamp. While the gasoline contained in the tube burned the flame did not extend to the liquid or accumulated vapor in the half-full tank and, consequently, there was not sufficient expansive force generated to burst the tank. The flame was easily

extinguished with a bundle of rags and then lighted and put out several times. The gasoline would, I judge, percolate constantly through the perforated layers of metal to the inside of the tube and there keep up a continuous burning; but according to the accounts of the tests which I have read, the flame does not appear to have been allowed to burn any length of time to see how long the metal layers of the tube could absorb the heat without becoming so hot that they would heat and dangerously expand the gasoline in the tank. A motor car tank to which the device was affixed was lighted with a match and extinguished at will. A gasoline can without the device exploded almost instantaneously when lighted. The device applied to small gasoline cans, kerosene drums, and other petroleum containers would undoubtedly serve a desirable purpose.

Referring to the use of coal briquettes by French railroads, United States Consul Covert, at Lyons, France, writes:—The inspector-general of the Paris, Lyons and Mediterranean Railway Co. says that his road uses large quantities of coal briquettes, about 10 per cent. of its fuel consisting of them. Thus the road is enabled to utilize all the slack and coal dust from the mines. The engineers can get up steam more quickly with briquettes than with any kind of coal without them. They form no slag or clinkers and tend to prevent the formation of clinkers when used with other coal. The company manufactures its own briquettes. About 65 per cent. of its fuel consists of fine coal, or slack. Coal briquettes are in very general use in France, hardly a household being without them during cold weather. They are more easily handled and more readily ignited and they throw out more heat than coal and make no dirt at all. They are preferred to any kind of coal.

OLD SYDNEY MINES.

One who has not visited old Sydney Mines for a few years—say five—cannot but be impressed, and astonished, at the transformation that has taken place. A year or two ago there was scarcely a decent looking workman's cottage in the place. At the present time, wherever one goes in the town he is surprised at the number of pretty cottages built by the workmen and at their natty appearance. On some of the cottages the passer-by will notice a ticket on which is printed certain numbers. A numbered cottage, on the road to what was formerly Lazytown, indicates that the possessor has not as yet paid the steel company in full for the property. Where the number has disappeared there is a cottage on which the full amount has been paid and the property transferred. As soon as the purchase price of the property has been wholly paid the company sends one of its carpenters and has the ticket with the number taken down. The removal of a ticket from one cottage has a stimulating effect on the purchaser of an adjoining cottage. The latter wants the ticket which signifies indebtedness, to a less or more extent, removed, so that