

ed to 144,953 ounces shipped from the Keeley and Wettlaufer, the latter company having been the largest contributor.

On the Yorke-O'Brien lot in the Gillies Limit, the vein was cut in a crosscut from the 100-foot level. It shows several inches of calcite with native silver, and will probably assay in the neighbourhood of 500 ounces per ton. The shaft has been continued a depth of 150 feet, and a crosscut from this level will be run to intercept the vein. Work has been stopped until air from the power companies can be obtained, as the property is equipped with only a small steam plant. The vein recently cut is a continuation of the one worked on the Red Jacket. The latter company, however, closed down shortly after its discovery and no work has been done since. Trouble among the owners is said to be the reason and a few days ago, the supplies of all sorts were sold to satisfy a debt due one of the banks.

Toronto men who are interested in the Bartlett property in Gowganda are endeavouring to get things running again. It is stated that McLaughlin and McIntyre, the original owners, have contributed 350,000 shares, to be placed in the treasury and sold for 25 cents. A considerable sum of ready money has also been raised, in order to commence work as soon as possible. The property is equipped with a splendid plant, including a twelve-drill compressor and a complete machine shop. It is understood that the whole thing cost in the neighbourhood of \$125,000 by the time it was installed. Only a small section of the company's holdings has been prospected and it controls a large acreage in the richest section of the district. One shaft was put down about 100 feet with a small amount of crosscutting accomplished, when the company had to close down for lack of funds. The shipments from Gowganda last winter proved the district to be worthy of serious consideration, and are largely responsible for the increased public confidence. The Millerett was the heaviest shipper, and it already has another carload on hand. The development work now being accomplished is proving up the ore bodies in a satisfactory manner. At the Reeves Dobie, there is a considerable body of ore blocked out above the 80-foot level, and next winter will probably show a material increase in its shipments. The shaft is down 160 feet and will be continued to the 250-foot level. At this point a crosscut will be run to cut the vein. The crosscut from the bottom of the shaft of the Miller Lake-O'Brien has cut the vein which shows good ore. Last winter an English syndicate took an option on the Morrison property, which has one of the most sensational surface showings in the whole district. They agreed to spend \$100,000 in proving the claim, but owing to the early break-up, it was unable to get its machinery in. On this account the option has been extended for a further period of six months.

For the past week or so bush fires have been causing considerable uneasiness, and the plants of some of the outlying properties had a narrow escape from being burned. The lack of rain has made everything very dry, and the fires were probably started through carelessness.

The best ore in the history of the Rochester is now being taken out of that property from the vein opened up a short time ago. It is believed that only the apex of the ore shoot has been cut, as the ore is much better in the bottom of the level. The vein varies up to five inches in width and is exceedingly rich. The shaft will be sunk an additional 75 feet to the 150-foot level, and from that point a crosscut will be run to cut the vein. A considerable amount of ore has been bagged, and it is probable that a shipment may be made in the near future.

The Nipissing Central Railway, the electric road between Cobalt and Haileybury, has now been running for some time, and has proved a great boon to these two places. As an outcome of the road, several quite important settlements have sprung up along the right of way, and these are growing rapidly. As an evidence of the business done it may be stated that during the first nine days the cars were running, they carried 30,000 people. It is probable that this summer the road will be extended to Liskeard.

Conditions at the Cobalt Lake Mine continue to be very satis-

factory, and in the drift from the bottom of the winze there are thirteen stringers of ore across the face. A crosscut is being run to intercept the Pellatt and Morrison veins and should these have good values at this depth, the mine will have a very considerable ore reserve. Two or three cars of screenings are now ready for shipment and will be sent out shortly.

A car of ore has recently been shipped from the Provincial Mine for the Ontario Government. This ore was lying in the ore house at the time the property was sold, and was taken out when operations were carried on by the Government. A short time ago the new owners of the property found a high-grade vein near the boundary of the Savage Mine.

Two new veins have already been found on the Nipissing by the gangs employed trenching. They have been stripped for about twenty feet, and although narrow, contain high grade ore.

Several parties of Government geologists have started for the different districts of Northern Ontario, where they will thoroughly explore and map the country. Professor Miller, with his assistants, will work out the geology of the Porcupine district, while another party will examine the lignite deposits near the Mattagami River. An engineer recently returned from there, states that the lignite is of inferior quality, but suitable for domestic purposes. The deposits, however, cannot be utilized commercially, until railroad transportation is available. Other parties from the Provincial Department, are being sent to the Sturgeon Lake, Port Arthur and Rainy River districts.

The Temiscaming and Hudson Bay has declared another dividend of 300 per cent., or \$3.00 per share. This will be payable on May 25th and makes a total of \$12 per share already paid for 1910.

The condition of the La Rose is steadily improving, and the latest favourable development is the opening up of a new ore body on the No. 11 vein of the Lawson. This vein was cut on the fifty-foot level and shows altogether about ten inches of high-grade ore. This vein was discovered last year on the surface, and has been traced for nearly 1,000 feet. This makes the second vein on the Lawson giving high values at any depth.

The O'Brien is now shipping silver bullion, more or less regularly, to the Bank of England. The last shipment amounted to 17,116 ounces, bringing their total shipments of bullion up to 85,366 ounces.

The new concentrator at the Nova Scotia has commenced running, although it is not yet operating to its full capacity. The Silver Cliff mill has been running for some time and has made its first shipment of concentrates amounting to 20 tons. The Trethewey concentrator is also ready, and part of the machinery has been running. When these new mills are operating their output of silver will show a material increase.

The question of compressed air power is still unsettled, as at the present time neither of the two companies is in a position to make deliveries. The Mines Power started some time ago, but so far its air service has not been satisfactory, due to frequent interruptions. Such power as was delivered was very good, the air being clean and dry and maintained at a constant pressure of about 105 pounds. The company, however, has had all its generators at the Matabitchouan plant burned out, and although it is running sufficient to supply electric energy to its customers, it is still unable to run its compressors. The management expects to be in a position to turn on the air again on May 22nd, and should then be able to proceed without any more serious interruptions.

The Hydraulic Company has the plant at Ragged Chutes nearly completed, and should be able to deliver power in a short time.

Porcupine.—Due to poor transportation facilities, very little is being heard of this district, but the reports that do come are very satisfactory. The Miller Company has obtained assays from the big vein that run as high as \$238.00 per ton. These samples were taken across the vein, but doubtless in the richest portions. The Timmins are stated to be putting up a test plant of 15 tons capacity, to treat some of the ore produced in development work.