

was brought to Vancouver today by inspector A. E. C. McDonnell of the R.N.W.M.P., who arrived from the north on the "Princess Beatrice." The find consists of rich placer ground and was discovered by four Canadian prospectors, headed by Charles Perry, over a year ago. With the melting of the snow and ice last spring, operations were resumed. Free coarse nugget gold, much of it running \$100 to the pan, was being taken out early in the season, when Perry was met by the first outsider he had seen in two years.

In the course of a notice of a recent visit of Rev. Dr. Campbell, convenor of the Presbyterian foreign missions committee for British Columbia, to Cumberland, Vancouver Island, where is situated one of the collieries of the Wellington Colliery Company, Limited, the *Victoria Colonist* said: "As far as his stay in Cumberland for two days would permit, Dr. Campbell enquired in a cursory way into the relations of the coal company to their employees, and was pleased to find that in every way possible the company were doing everything that could reasonably be done in the interest of their men. The white men, Chinese, and Japanese are all well paid; and there would be little trouble at any time were it not for agitators. The Chinese, in whose missionary interest Dr. Campbell visited Cumberland, he found well satisfied, because they had short hours and good pay. He did not hear a word of dissatisfaction among the white men, and such of the company's officers as he saw manifested interest in the safety, health, comfort and wages of the men, both oriental and occidental."

A shipment of two cars of ore from the Hewitt mine near Silvertown, Slovan mining division, to the Consolidated Mining and Smelting Company's smelter at Trail, returned practically four cents per pound net to the shippers. The following figures give details: Gross weight, 80,468 lb.; dry weight, 79,422 lb.; assay, silver 141.90 oz. per ton, lead 6 per cent., zinc 14.7 per cent.; total contents of silver and lead, silver 5,634.99 oz. and lead 4,765 lb.; metal quotations, silver 67 $\frac{3}{4}$ cents per oz. and lead 0.03267 cents per lb.; total value after deduction of 5 per cent. off silver and 10 per cent. off lead, \$3,766.92; freight and treatment charges, \$15.35 per ton (including deduction for excess of zinc 6.7, at 50, equal \$3.55 per ton); net value to shippers, \$3,157.36. In round figures results may be shown thus: 40 tons (dry weight) of ore @ \$80 per ton after payment of freight and treatment charges would bring \$3,200, so that \$80 per ton net was about the value of the shipment here noticed. These values are by no means unusual for Hewitt ore, since only five lots, together 97 tons, out of 37 aggregating 727 tons, shipped by M. S. Davys in 1904-5, averaged under 100 oz. per ton of silver. The remaining 32 lots ranged from 107 to 320 oz. silver ton, with varying lead values as well.

It is stated that as a result of the work of the International boundary survey parties representing Canada and the United States, respectively, a strip of territory 600 ft. wide and several hundred miles long, heretofore regarded as part of the Canadian Yukon, has been shown to properly belong to the United States. The line of demarcation in the north is the 141st meridian, starting from the coast at Mt. St. Elias and crossing the Yukon River at a point about 90 miles below Dawson. The previous location of the line was under the direction of Wm. Ogilvie, a Canadian official, who in 1898 did this work, but accuracy was not then possible. The completion of the telegraph line through the district has facilitated the exact location of the line, which as jointly determined by the first above mentioned survey parties, transfers to the United States the strip of land alluded to. During the field-work season of 1907 the line was determined and a topographical survey made of the country four miles on each side of it, for a distance of about 125 miles south from the Yukon River. It is estimated that it will take three years to complete the work of Mt. St. Elias, after which the delimitation of the line northward from Yukon River will be undertaken and carried as far as it shall be possible for men to proceed with it.

M. & F. Craig, of Brisbin, Pennsylvania, U.S.A., wealthy coal operators in that state, who bought out Capt. Grant's interest in the June group at Quatsino Sound, northwest coast of Vancouver Island, have this season been working the property in conjunction with T. S. Lippy, of Seattle, Washington. It was stated in the summer that there had been placed in the bank \$100,000 for the purpose of developing the property. The plans for work included the construction of about six miles of railway, from the mine to the S. E. arm of the sound. A small (28-ton) narrow-gauge locomotive and 250 tons of 35-lb. steel rails were ordered, and the erection of shipping bunkers had the attention of M. Craig, who was on the ground. At the mine there is on the surface a large quantity of silica-magnetite ore, with a dump of 300 to 400 tons ready for shipment. There can be blasted out from near the surface a large tonnage of ore that will run about 2 $\frac{1}{2}$ per cent. copper and \$2 to \$3 in gold and silver. This can easily be sorted up to average 4 per cent. copper. About 130 ft. under a big open cut, at the end of a 110-ft. tunnel there is about 18 ft. of ore estimated to contain three per cent. copper. Bunches of ore have been met with running up to 18 per cent. copper. With further development this property may be expected to make an excellent showing.

Addressing a large meeting of his constituents at Victoria on September 18, Hon. Wm. Templeman, minister of mines in the Dominion government, said, with respect to the Department of Mines, which had