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## Canada's Mining Industry

## Injunction Against Mine Sale

Marigold Company are restrained from selling Lucky Cross Mine at Swastika — Nipissing Mine is still storing its output.

The Marigold Company at Swastika has been restrained by injunction from selling the whole or part of the property formerly optioned from the owners of the old Lucky Cross mine at Swastika. It is stated that the Marigold Company was formed for the purpose of taking over a part of the Lucky Cross ground, but that difficulties in financing the scheme caused the deal to fall through. In the meantime, however, the directors of the Marigold, alleged to have been appointed by the control, entered into a deal to sell part of the holdings without having called a meeting of the shareholders of the company.

The Hunton-Kirkland Mine is likely to undergo a program of development as a result of a deal that has been closed by which ample capital is assured. Under the terms of the agreement, money is to be paid into the treasury in return for which treasury shares are to be issued. The funds thus provided are to be used in installing an up-to-date mining plant as well as necessary development of the works. It was on the surface of Hunton-Kirkland that some of the richest showings of gold were discovered in the early days of the camp.

Reports from Timmins indicate that the gold mines of Northern Ontario are greatly strengthening their position as a result of improved labor conditions. From the proven zone the amount of bullion being produced has attained proportions greater than ever before in Ontario's history, while there is a tendency to increased production in all directions, particularly in the newer camps.

Cobalt ore shipments for April included nine cars of ore containing close to three quarters of a million pounds from six Cobalt companies, which constitutes a record.

The Mining Corporation, with three cars, containing close to a quarter of a million pounds, was the heaviest shipper.

Following is a summary:—Mining Corporation, 3 cars, 240,277 pounds; McKinley-Darragh, 2 cars; 189,188 pounds; Coniagas, 1 car, 88,000 pounds; O'Brien, 1 car, 77,673 pounds; Hudson Bay, 1 car, 61,522 pounds; Peterson Lake, 1 car, 60,000 pounds. During the corresponding period the Mining Corporation was the only bullion shipper, sending out 50 bars containing 50,783 ounces. The Nipissing, the leading producer, continues to store its output.

Plans for the development of the old Keely Mine in South Lorraine provide for the carrying of the main shaft from its present depth of about 230 feet to the underlying diabase formation, estimated to be about 350 feet or more in depth, as well as for conducting lateral operations. Considerable work will be done along the large vein which passes over the Beaver Lake and the Keely property. The Keely control has also optioned the Beaver Lake property.

The main shaft of the Kirkland Lake gold mines will be continued to a depth of 900 feet and arrangements are now being made for the work. The present greatest depth at the mine, which holds the record in the Kirkland Lake camp, is 700 feet. Stopping operations at the 300-foot level have resulted in opening up a substantial tonnage of high-grade ore.

Excellent progress is being made at the Ontario Kirkland Mines where the main shaft has reached a depth of 450 feet. With the completion

of a sum to a depth of 20 additional feet, a large working station will be cut, preparatory to driving cross-cuts both north and south. Two important ore shoots were opened up at the 300-foot level and one of these shows an average of \$20 for upwards of 100 feet in length and over the entire width of the drift. It has been decided to wait until the development program is completed at the 450-foot level.

## Food Prices in the United Kingdom.

For the United Kingdom wholesale food prices in February, 1920, were 182 per cent higher than in 1913 or 1914, as measured by the Board of Trade index number for the month, while retail food prices were 135 per cent higher than in July 1914, at the beginning of February and 133 per cent higher at the end. For instance the wholesale price index for food shows an advance of about 340 per cent on the pre-war level, while the retail index shows an advance of about 200 per cent. For the United States wholesale prices of food had risen by 153 per cent and retail prices by 97 per cent. Only in Sweden, of all the countries for which data is given, was the advance similar in extent in wholesale and retail markets.

These divergencies are not to be explained by differences in the nature of the data used or in the method of their combination. The principal, if not the only, explanation is to be found in the control exercised by the various Governments over some of the important articles of food, extending to subsidising as well as regulating the retail sales. Bread, a very important item in the household expenditure of the masses of the people, has been the most generally regulated and subsidised of all foods, and the tendency to reduce the public expenditure on bread will doubtless be reflected in the figures whose comparison at recent dates has been dealt with in the preceding paragraph.

## A Giant Battle Cruiser

The British battle-cruiser Hood, begun in September 1916, launched in August 1918, and recently completed, represents many of the latest advances in man-o'-war design and construction. A prominent feature is the "bulge" or "blister" which surrounds the main hull of the ship below the water line and protects it against torpedo attack. The Hood carried eight 15-inch guns, all on the middle line of the vessel, and there are twelve 5.5 inch guns, four 4-inch anti-aircraft guns, and six torpedo tubes. The propelling machinery consists of four distinct sets of turbines, each driving a separate shaft through gearing. Together they develop the huge total of 144,000 horse power. For various auxiliary purposes there are 360 electric motors, and some of the pumps are of the submersible electric type which operates under water. Nearly three thousand incandescent electric lamps are used on board, in addition to electric fires and cooking apparatus. On the trial trips the turbines developed 157,000 shaft horse power, and propelled the vessel at a speed of 32 knots.