

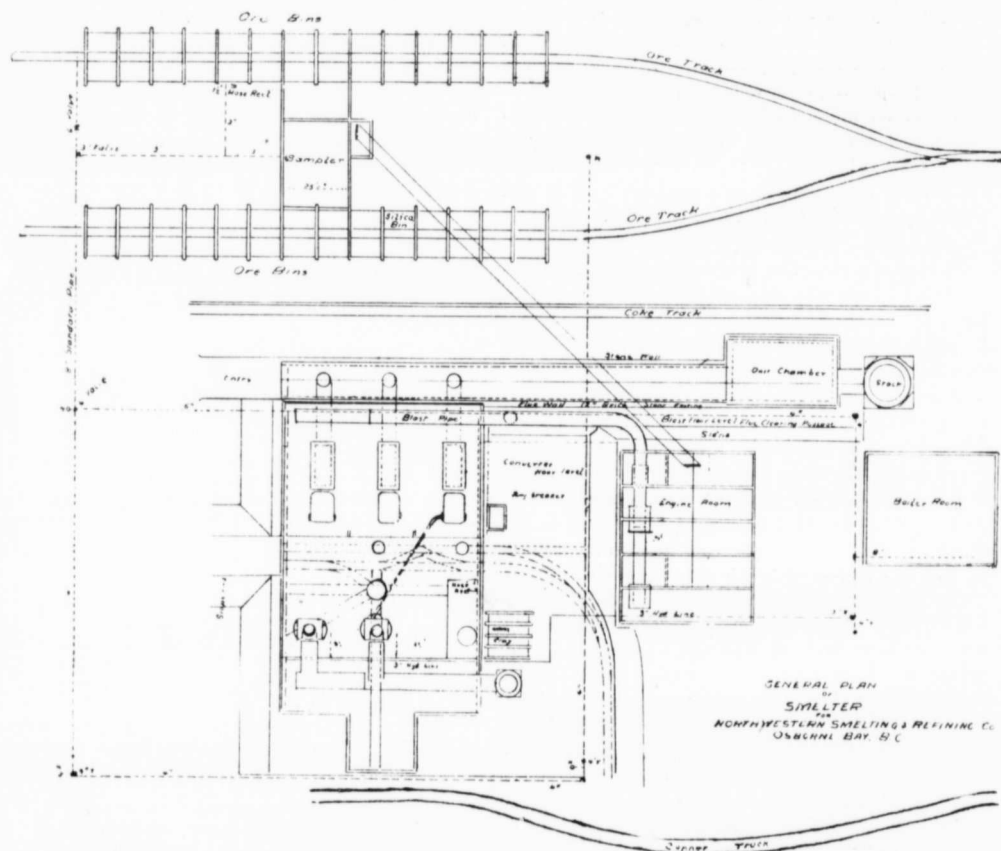
THE NEW SMELTER PLANT AT CROFTON.

(Written for the B. C. Mining Record by W. M. Brewer.)

THE smelter at Crofton, at Osborne Bay, on the east coast of Vancouver Island, about forty miles by railroad and about fifty by water from Victoria, was erected by the Northwestern Smelting and Refining Company, of which Mr. James Breen is the president and general manager, and Mr. Herman C. Bellinger assistant manager and metallurgist in charge. Both of these gentlemen are thoroughly experienced smelter operators and emi-

of Vancouver Island. As a matter of fact it is proposed to purchase ores from any portion of the Pacific Coast from Alaska to Valparaiso and as far inland as conditions for transportation permit.

The smelter plant occupies a position adjoining the townsite of Crofton on the south. The reserve embracing about forty acres of land, on one side of which is the narrow gauge railway constructed from Mt. Sicker to the wharf at Crofton. A short distance west from the general office building of the smelter company—the most westerly building on the reserve and situated about 1,200 feet from the shore end of the wharf—the line of the railroad branches towards the southeast to convey ore direct from Mt. Sicker



nently skilled metallurgists, having built and operated the Heinze smelter at Trail, B.C., the Le Roi smelter at Northport, Wash., and later the smelters of the Montana Ore Purchasing Co., at Butte, Mont., and their connection with the new works is a sufficient guarantee that the undertaking will be successfully conducted.

Although contracts have been entered into for the reduction of the entire output from the Lenora mines at Mt. Sicker, which is the base of ore supply, yet it must not be imagined that the operations at this smelter will be confined to those ores, or to the ores

on to the trussels over the ore-bins. Another branch has been constructed in the same direction and almost paralleling the ore road for the delivery of coke, and still another line of railway has been built following the coast line from near the shore end of the wharf, southerly to the copper house on the shore for the delivery of the product. This system of trackage is all laid with three rails in order to facilitate the transfer of broad gauge cars from the ferry slip on the wharf. The convenience of this arrangement has already been demonstrated in the delivery of machinery which was transferred from the Mainland on the