

times that of Nelson mining division, have been included, so as to bolster up the fiction that "Nelson leads in mineral exports to the United States." Small wonder that the other mining divisions and districts affected assert that Nelson is "hoggish."

NOVA SCOTIA

Dominion Coal Outputs.—The Glace Bay mines of the Dominion Coal Company began the new year with a gain for the month of January of 100,000 tons over the previous January. The output was approximately 380,000 tons. The weather was unusually favourable for outdoor work, and banking operations were not hindered by snowstorms. Shipping was continued throughout the whole month both at Sydney and Louisburg. The month had by far the largest shipments ever made in January. No. 16 Colliery exceeded 1,000 tons per day on several occasions, and No. 21 Colliery is now averaging nearly 600 tons daily. No. 10 Colliery obtained 1,000 tons in one day, for the first time in the life of the mine.

Active preparations are being made to re-open the Emery seam at No. 3 Colliery, and pumping has continued throughout the month from the workings of No. 17 Colliery (Old Victoria mine).

The Springhill mines produced about 30,000 tons, which is less than January of last year, but is a very good output, in view of the hindrances caused by the fire which occurred in No. 2 slope on Christmas Eve. The fire area has been opened up and no signs of heat were found. Both slopes are now producing their normal output, and no loss will have been occasioned by the fire beyond the reduction in output in the first half of January.

UNITED STATES' CONSUL'S REPORT

United States Consul, G. C. Cole, stationed at Dawson City, has reported as follows:

Statistics for 1911, the last year for which official data are available, show the Yukon gold production that year to have been \$4,024,246, or \$57,365 less than in the previous year. Of the 1911 production, Mr. Cole says, \$3,173,360 was exported to the United States, leaving a balance of \$850,886, which was shipped to the Canadian Mint at Ottawa, with the exception of about \$25,000, which was utilized in the manufacture of domestic jewellery.

Mr. Cole does not think 1912 reports, yet to be issued, will show any great reduction from the 1911 field, but that the present average production will continue for some years to come unless the present mining companies increase their capacity or other companies install mining plants.

"The individual mining process — the rocker and sluice box," Mr. Cole asserts, "has been almost entirely superseded in this district by the dredge and hydraulic process. While the Yukon Gold Company is the principal producer, yet the Canadian Klondike Mining Company has produced a fair share of the gold. This company in 1912 added two more dredges to the two it already had in use. They were built by the Marion Steam Shovel Company, of Marion, Ohio. This company now has three of the largest dredges in the world, with a daily capacity of 10,000 cubic yards each.

United States Imports Diminishing.

"The Granville Power Company is preparing to install a large hydraulic plant for working the benches and higher ground which cannot be worked by the dredge.

"The prospect for quartz is quite promising in many parts of the Territory. In some of the ledges the ore is very rich and a number of stamp mills are now in operation for the purpose of making a thorough test both as to quality and quantity.

"The copper mines around White Horse, in the south end of the Territory, are now being worked extensively, and large quantities of ore are shipped daily to the smelter at Tacoma, Wash.

"Coal is mined in considerable quantities along the Yukon river for domestic use and for the river steamers.

"The imports into this Territory from the United States are diminishing rapidly, owing to the high customs duties and the fact that Canada is now prepared to supply the wants of the Territory in almost everything except machinery.

"There were no exports to Porto Rico, Hawaii, or the Philippines during the calendar year 1911."

Auto Line to Dawson.

Mr. Cole says that an automobile line from White Horse to Dawson, to be operated by a new stage company, is quite probable.

"The White Pass and Yukon route," he explains, "has used a stage line for many years during the closed season of navigation, which lasts for about eight months in the year, to convey mails, passengers, express, and freight between these two points. Wagons are used for a few weeks after navigation closes and also before it opens, but for the rest of the time, about six months, sleds are used. The distance overland is 330 miles. During the past summer the road was greatly improved at a great expense to the Government, by cutting down grades and making it wider, so any gauged vehicle could be used on it, and the sleds now used are of the same gauge as automobiles. The grades are now even, and none of them is so steep but that automobiles can climb them with heavy loads.

"During the past summer automobiles were used on the road from White Horse to Carmacks, half the distance to Dawson, making the trip in ten hours. Because of the recent improvements the north end of the road is more suitable for automobiles than the south end.

"The White Pass Company receives \$80,000 a year for conveying mails over its lines to Dawson. Its passenger rates by stage from White Horse to Dawson (one way) vary from \$75 to \$125, which includes twenty-five pounds of baggage. Its express rates are 25 cents a pound, and freight rates 20 cents a pound. The time occupied in making the trip is five to ten days for passenger stages, but a longer time for freight stages.

"The new company proposes to run automobiles all the year over this route and to make the trip from White Horse to Dawson in one day during the summer and in two days during the winter. It will also have a line of steamers on the river during the summer.

"It has been thoroughly demonstrated here that automobiles can be used in a temperature as low as 70 degrees below zero, and Dawson has now four automobiles which are being used at all seasons of the year. This section of the Yukon will be greatly benefited by this new enterprise, as quick transportation at all seasons of the year will be afforded, and hundreds of business people will thereby be induced to come here for