

MINING.

Mineral samples sent to the Critic office, accompanied by a fee of one dollar, will be submitted to a thoroughly competent assayer for a preliminary examination and slight test of contents. The results will be communicated to senders of samples, and if full assays are deemed advisable, they will be notified and instructed as to amount of fees to be remitted.

WAVERLEY.—On Thursday week we visited the Waverley gold district and had a look at the gold-bearing quartz now being mined by Mr. B. C. Wilson and his associates, under the name of the East Waverley Tunnel Company. As stated in previous issues of the Critic, the tunnel driven under Laidlaw's Hill from the level of the lake, cut the lodes of barrel quartz after having been driven over 600 feet. The quartz is now being taken down and shows gold freely. Mr. Wilson has cemented a number of pieces together and enclosed them in an appropriate frame, the whole forming the richest picture we ever gazed upon. Large pieces of quartz were studded with coarse gold and very heavily charged with galena and mica. One sample in particular being of unusual weight, in fact a solid lump of mineral. When worked from the surface these lodes proved enormously rich and, now that they have been cut from below, leaving over one hundred feet of the lodes above the level of the tunnel, the mining may be cheaply conducted on a large scale, the tunnel doing away with the necessity of hoisting and pumping, at least for a long time to come. It was a bold enterprise and we have to congratulate the company on its assured success. We had a chat with Capt Geo Macduff, who had just returned from the Montreal meeting of the mining societies, and found him, as usual, full of his favorite subject, the Crawford Gold Mill. That he will succeed in introducing the mill in Nova Scotia we firmly believe, as they are of acknowledged merit, but it will take time, patience and much hard work, and all these the Captain is now bestowing to the task. The Waverley Hotel still lives up to its high reputation and we gladly note that its genial host, Thomas Beech, is fast regaining his strength after his very serious illness.

GOOD NEWS FOR THE CANADIAN NICKLE MINES.—The secretary of the United States navy has awarded contracts amounting to \$3,600,000 for nickle steel armor, bids for the manufacture of which were opened at the navy department a few days ago. All of this armor is intended for the battle ships *Indiana*, *Massachusetts* and *Oregon*. The Bethlehem Iron Co. and Carnegie, Phipps & Co. were the successful bidders. The former company secured the larger share of the award, amounting in all to about 3,500 tons, valued at \$2,010,179. This includes the heavier armor, which is to be of 12 and 13 inches thickness. The average cost a ton of this armor will be \$575. The award made to Carnegie, Phipps & Co. includes about 3,000 tons of nickle-steel armor, valued at \$1,636,195. This armor will be eight and 12 inches in thickness, and is intended for the three battleships and the armored cruiser *Brooklyn*. Under the terms of both contracts, about 5500 tons of the armor is to be treated by super-carbonization, or the Harvey process, and when so treated an extra allowance, varying from 4½ to 2½ cents a pound according to the thickness of the plates, is provided for.

MONTAGU.—The work of dismantling the ten stamp mill at St Margaret's Bay and putting it up on the Symon-Kaye property is being pushed ahead. The machinery has now been all hauled to Montagu, the excavations for the foundations have been dug and in a very few weeks the mill will be up and running. Manager Boyd is rushing things and can't get ahead fast enough to suit that most energetic of men, Mr. Alfred Woodhouse, F. G. S., the Managing Director. The work is all being thoroughly done with an eye to future extensions and the mine is developing fine pay quartz. Mr. Woodhouse may now be found at his office, 128 Hollis street, prepared to advise on all that pertains to mining.

SYDNEY AND LOUISBURG.—The line which is being sought by the civil engineers on the Sydney and Louisburg railway survey is one which, by maintaining an approximately level grade, will so increase the hauling capacity of the motive power, as compared with other first-class roads, as to reduce the cost of freighting to a minimum. With this object in view a grade of twenty-five feet rise in a mile has been established as the minimum. Messrs. Odell and Naismith, C. E.'s, ran a trial line from Bridgeport to Schooner Pond junction last week, and this week Mr. Naismith is on what is known as the shore route, starting from Bridgeport, while Messrs. Odell and Hendry are on the same route working from the summit of Glace Bay brook back towards Bridgeport to meet Mr. Naismith. A son of Judge Weatherbe is acting as assistant to Mr. Naismith. All work is under the direct personal supervision of H. F. Donkin, late chief engineer of the Cape Breton railway.—*North Sydney Herald*.

TRANSFERS RATIFIED.—The transfers of the International Coal Company and the Black Diamond Steamship Company to the Dominion Coal Mining Company have been ratified at a meeting in Montreal by the shareholders of the above companies. The shareholders ratified the transfers last week, and the syndicate takes over the properties at once. The mines of the International Coal Company are near Sydney, Cape Breton and they have an annual output of about 150,000 tons per year. The directors of the company were Messrs. Hugh McLellan, Sir Donald A. Smith, Gilman Cheney, John McLellan, T. B. Brown, J. S. McLennan and Abner Kingman. The Black Diamond Steamship Company was to a great extent in the same hands. Its directors were Messrs. Hugh McLennan, Gilman Cheney, G. M. Kinghorn, and B. F. Babcock, of Liverpool, all shareholders of the Dominion Coal Company. The line had five boats running regularly in the coal trade.

LEASES TO BE FORFEITED.—Notices have been issued from the mines department to the parties named below, that, it having been brought to the knowledge of the department that areas held by them under lease were not sufficiently or continuously worked and the terms of the lease not complied with, they are to appear before the commissioner on April 6th to show cause why the leases should not be forfeited. The lease holders are:

F. B. Vado, areas in Gold River district; J. H. Anderson, areas in Gold River district; W. J. Nelson, areas in Gold River district; J. McGuire et al areas in Gold River district; G. D. Ferguson, areas in Sherbrooke district; C. W. Anderson, areas in Lake Catcha district; A. C. Cogswell et al, areas in Lake Catcha district; G. B. McDonnell et al, areas in Lake Catcha district; S. Ogilvie et al, areas in Lake Catcha district; R. McNaughton, areas in Wino Harbor district; R. McLeod, areas in Oldham district.

COAL MINING NOTES.—The Sydney *Advertiser* understands that the East Bay Coal mines company is about to commence active operations. The agent of the company, Mr. Young, is expected from New York in a few days. The company has purchased new pumping gear.

Messrs Burchell, late owners of the Gardiner mines are about acquiring the new Campbellton mines, Big Bras d'Or. This property was formerly owned by Hon. Chas. J. Campbell, Baddeck, but was closed down several years ago owing to the depression in the coal trade.

The International Coal Mining Co.—The annual meeting of the shareholders of the International Coal Mining Company, limited, took place at Montreal on Wednesday. The sales of coal and coke for the year amounted to 187,593 tons. The following were elected directors of the company for the ensuing year: Messrs James P. Cleghorn, Henry A. Budden, Peter Redpath, H. S. McDougall, W. M. Ramsay, R. B. Angus, Alex. Gunn, Thomas Wilson and E. G. Penny. At a subsequent meeting of the board Messrs James P. Cleghorn and Henry A. Budden were re-elected president and vice-president respectively, and Mr. W. J. Nelson reappointed secretary-treasurer of the company.

It is reported that Mr. Kennolly is to leave Cape Breton, that Charles Archibald is to become agent of the syndicate in Montreal, that Mr. Hudson is to manage Caledonia and Mr. Higby the Glace Bay mines.

The Coxheath copper mines company, through Col. Granger have purchased the Grantmyro farm at North West Arm, and will erect smelting works there for the smelting of their ore. A railroad is to be built from the mine to the works this summer.

The old Sydney mines and Victoria mines are to be worked this year at least independent of the Whitney syndicate. These mines are bonded to the syndicate, but it is not quite certain that they will be taken over by the company. This year they will be managed and operated as formerly. One of the conditions of the transfer to the syndicate imposed by the old Sydney mines shareholders is that the old officials will continue to manage the mines for three years after the transfer. The people of Cape Breton would much prefer that these mines should always remain as they are at present—in the hands of the old company.

CANBRO.—Geo. W. Stuart, Manager of the Truro Gold Mining Company, was in the city for a few days, but had nothing particularly new to report.

When the Parker Douglas Company ceased to work the mining properties in Whiteburn, Queens county, a large part of it was transferred to one Brown, who allowed the lease to lapse. A part with merchant then took the property up and has now sold out to American capitalists for \$3,500. He just about multiplied his money by twenty. Not a bad spec he thinks.

DOMINION COAL COMPANY.—The following extract from the "coal trade review" in the last *Engineering and Mining Journal* of New York, does not indicate that the Dominion Coal Company is likely to form a combination with the Coal Barons of the United States. It is spoken of as a rival, and we believe in the end it will be found a much more formidable one than the *Journal* is at present willing to admit.

"The usual amount of speculation as to the purposes of the Dominion Coal Company is to be heard in certain quarters. This is the American syndicate that recently secured control of the Cape Breton coal mines, and the officers are: President, H. M. Whitney, Boston; Treasurer, John S. McLennan, Montreal; chief engineer, F. S. Pearson, Boston; resident manager, D. McKeen, Glace Bay, Cape Breton.

Certain estimates are given as to the cost of delivering the Cape Breton coal on vessels at Louisburg, and \$1 is taken as the basis. The company seems to be proceeding on the assumption that the duty of 75 cents per ton will be taken off, so that this coal can be laid down at Boston for \$1.75 or \$2 per ton. Without expressing any opinion as to the removal of the duty we venture to say that the Cape Breton coal may be laid down at Boston for \$2 a ton, but that this rate will not be made.

There are several considerations that affect the successful rivalry of the Dominion Coal Company with American companies. In the first place there is the present duty of 75 cents per ton, which, we beg our friends to notice, has not yet been removed or reduced. If it remains at 75 cents, the opportunity for capturing the New Eng and trade will be slim enough; if it is taken off there will still remain the great obstacle of inferior quality to overcome. While there will always be a considerable number of people who will buy coal just because it is cheap, the trade best worth having is more particular. A cargo of Cape Breton coal will not compare with a cargo of George's Creek or any other good Cumberland coal as to quality, and while it may be delivered at Boston for 50 cents or \$1 a ton less, it will not be able to run its rival clear off the field or secure the best of the market."