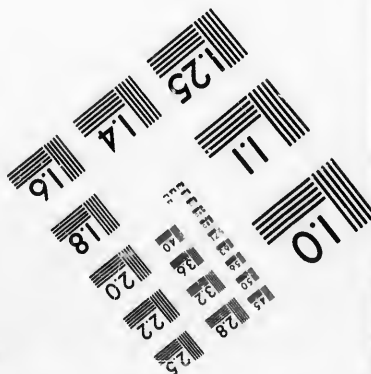
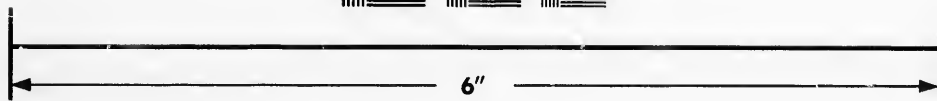
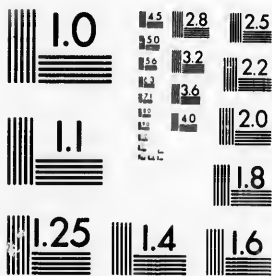


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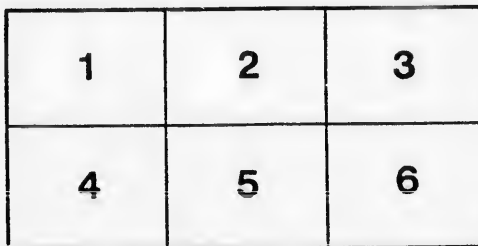
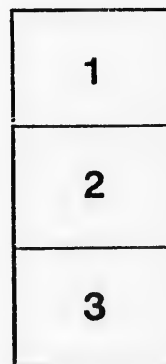
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A LETTER

TO

HUGH ALLAN, Esq. PRESIDENT,

ON THE SUBJECT OF

THE REPORT

SUBMITTED BY HIM AT

THE MEETING OF STOCKHOLDERS

OF THE

MONTREAL MINING COMPANY,

On Wednesday, 18th June, 1852.



MONTREAL:

PRINTED BY JOHN C. BECKET, GREAT ST. JAMES STREET.

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A LETTER
TO
HUGH ALLAN, Esq., PRESIDENT
OF THE
MONTREAL MINING COMPANY.

HUGH ALLAN, Esq.,
President.

SIR,

I have received copy of a Report addressed by you to the Directors of the Montreal Mining Company, and submitted to the meeting of Stockholders on 18th June, and I regret that it is of such a nature as to preclude the possibility of passing over in silence some of the statements it contains. It is true that you do not mention my name, but I was so intimately connected with the Company for upwards of four years, the greater part of which was spent at the Mines, that I cannot but feel that a large share of the blame, which it is your evident intention to throw upon the past management, would, in the minds of most of the Stockholders, attach itself to me. It is in this conviction that I feel obliged to adopt the disagreeable task of replying to your report, but I feel the less hesitation in defending myself, as the perfect readiness and frankness, with which I furnished you with information and advice regarding the Mines, &c., upon the various occasions when you applied to me for it, since you became President, and even since your return from the Mines, but before printing your report, fairly en-

titled me to the courtesy of being informed of the charges you intended to make, before you gave them to the public in print. This, however, probably did not strike you. You apparently considered it your duty to give to the Stockholders your own first impressions, without waiting to learn whether you had come to correct conclusions, and the courteous and agreeable manners of the man, so prominent during the spring, were sacrificed on the altar of supposed duty, and gave way to the stern diction of the President. This is the only conclusion I can come to, as I cannot believe that you were unwilling to find that you were mistaken, and that some of your conclusions, like most hasty ones, were erroneous. On this supposition then, I shall endeavour, as far as possible, to avoid the fault of which I now complain, and while endeavouring to show that your statements, even when true, are capable of being so far accounted for and explained, as to deprive them of the sting which they are intended to convey, shall do so without asperity, leaving it to the Stockholders to draw their own inference from the facts which shall be placed before them.

Before proceeding to the less pleasing part of my subject, I cannot but linger for a moment upon the opening paragraph, which describes the outward appearance of the establishment, and is interesting as being the only sentence containing the slightest token of satisfaction with any object as it was, excepting one short line about the store. On reading this sentence, I could not but indulge in the hope that you had entered upon your duty with the intention, while giving a faithful report of the establishment, of at the same time making such allowances as a candid mind would naturally do under similar circumstances, and where disapprobation was due, expressing it in a temperate manner without exaggeration, and giving such explanations as were possible. But my hopes were short-lived, for the very next paragraph dispels the illusion, and I find the commencement of that vein of disparagement which runs with so much

strength and regularity throughout the entire remainder of the Report. After describing the appearance of the village, and stating the number of houses to be between 60 and 70, you continue—"On landing, however, it is at once evident that no idea of permanence has been entertained in placing the houses: the first row is entirely too close to the Lake, so much so indeed as to leave no room for a street in front, and in some places, at the period I was there, it was difficult to pass on foot between the Lake and the houses; the next row in rear is again too close to those in front, leaving not sufficient room for a street and the outhouses, &c." Now if the space occupied by these two rows of houses be measured, it will be found to be very nearly equal in extent to that part of Montreal enclosed between McGill Street and the Place d'Armes, and between Great St. James Street and St. Paul Street, with its hundreds of houses and numerous streets—surely not too confined for sixty or seventy small cottages! nor are the houses clustered together in one spot, but widely scattered over the space, as correctly shown by the drawing in the Company's office. But you say that "the first row is entirely too close to the Lake, so much so indeed as to leave no room for a street in front." Even supposing that this is now the case, had you enquired into the subject you would have found that when these houses were built, they were placed at a sufficient distance from the Lake to leave room for a street as broad as Great St. James Street, and that the extraordinary rise in the level of the Lake is the sole cause of the inconvenience now felt. You are doubtless aware, as you must have heard it on all hands, that the Lake is now probably more than four feet higher than when these and the other buildings alluded to were erected, but I look in vain for any statement of that fact in the Report, and find only your assertion that "no idea of permanence has been entertained in placing the houses." As well might it be said that no idea of permanence was entertained in building Dalhousie Square or the Hays House because they did not prove to be fire-proof. The fire raged and consumed the

houses ; the Lake rose and partly inundated the street. The elements were, I freely admit, beyond my control ; doubtless things will be better managed for the future, and I hope soon to hear that the waters have receded, and that it is no longer difficult to pass on foot between the Lake and the houses ; meantime, all I can say is, that the houses were placed in what was considered the best position for effect, for comfort, and for safety from fire, and that even now their floors must be some five feet above the level of the Lake.

The above remarks apply equally to the warehouse, which was built in 1847, and placed so that goods could be landed from scows upon a small wharf in front, where there used to be little over a foot of water, and where I suppose there is now nearly five. The engine house and other works were placed in their present position to avoid the delay of another year in erecting the machinery, and which the reports of the day fully and satisfactorily explained.

The account of the "beach from the wharf all the way to beyond the smelting works" is intended, I suppose, as a specimen of hyperbole. You state that this space, a distance be it remembered of nearly a sixth of a mile is "literally covered partly in and partly out of the water with castings of all descriptions, such as wheels, rollers, shafts, pumps, cranks, &c., of which none have ever been in use, and lie there as they were discharged from the vessels which took them up years ago. These again are mixed up with coals, firebricks, timber, spars, bar iron, lime, and all sorts of materials which doubtless cost the company large sums of money and are daily going to destruction." Such is your statement, but what is the truth ? I believe I am stating the simple fact when I say that the only castings between the wharf and the Smelting House which "were discharged from the vessels which took them up years ago" are two or three lengths of iron pipe belonging to the pumps. These came out with the engine and have remained where

they were discharged ever since. They are very heavy, are not, and never may be required, but if ever wanted will be found as fit for service as if they had been stored in the Warehouse all the time. Regarding the other items, (I speak from recollection, but my memory is aided by a Daguerreotype view of the ground,) when I left the Mines in November, and I suppose there has been little alteration since, the "wheels" consisted of a set of waggon wheels and axles at the warehouse door, with five cog wheels, not scattered about, but standing up against the wall of the Boiler House ready for use when required. Most of these came up in the fall of 1850, and some last summer. They are principally duplicate pieces of the Crusher, and without which the dressing operations might not have proceeded for a whole winter. The "rollers," six or seven in number, arrived from Montreal last summer, were landed at the Crusher House, and rolled up as far from the beach as could be done without interfering with the Road. There they were placed in a row close together, awaiting the time when they should be required. When I mention that these rollers weigh from twelve to fifteen cwt. each, that they are now in the most convenient spot for removing when required, and that had the Crusher been going constantly during the past winter there would not have been above one pair remaining, if even that, I think I have said enough on the subject. As to "shafts" and "cranks" I know of none in the open air, unless you allude to one shaft of about four feet length, a duplicate of part of the Crusher, and which, if it was not used last summer, is doubtless standing beside its cog wheel against the wall of the Boiler House. If so it could not be in a better or safer place. "Cranks" I think I may safely say there are none, at least I never saw any, and I think if the ground had been literally covered with them for a sixth of a mile, I must have stumbled upon some of them in my constant passing and repassing the scene in question. In fact, I don't think there is a crank on the location not in use except the Pump Crank in the Crusher House. The "&c.,"

which is appended to the above catalogue is a widely descriptive word, but in this case can only be applied to a considerable quantity of old and scrap iron, broken picks, shovels and barrow wheels, and other such articles, lying at the end of the Boiler House, and where they were systematically collected in order that if at any time it was possible to make use of them, they might be found without the delay of a search, costing more than the value of the article. Besides these, there are some broken and worn out rolls on the east side of the Engine House, apart from the rest, with a broken cog wheel, but all these are only valuable as old iron, and their price would be almost if not entirely eaten up by the freight down. All these, with the exception of the pipes above mentioned, and which are near the Coal Pile, are on the east side of the Ore Floors, and not near the Smelting Works. Nor are they mixed up as stated with "coals, firebricks, timber, spars, bar iron, lime, and all sorts of materials," but are or were lying by themselves at the Boiler and Engine Houses, whereas the coals are on the coal floor at the Smelting House, the fire bricks carefully piled in a Log House there also; the few sticks of timber which remain are on the beach, where they were landed, and whence it would be folly to remove them till wanted,—spars I never saw on the Location; the bar iron is arranged according to size against the side of the Warehouse, except a few sizes too heavy or too long, which are on the ground; the lime, if there is any, is in the Lime House, while both the description and whereabouts of the "all sorts of materials" are to me unknown, and I might truly quote (with a slight alteration) from Thompson's Panegyric on Great Britain, and say—

"Heavens! what a goodly prospect spreads around,
 "Of Wheels, and Rolls, and Pumps, and Shafts, and Cranks,
 "Mixed up with coals and costly spars and lime, till all
 "The ideal Landscape into smoke decays."

The above statements I have made, presuming (as I am entitled to do) that no material change has taken place on

the surface of the ground during the past winter, as otherwise the sense of justice (which ought to pervade such reports) would doubtless have induced the statement that the extraordinary appearance of the beach had arisen during the past six months.

But bad as all this may be, there is still worse behind. Your next sentence states that "no care seems to have been taken to keep together the various parts connected with any one piece of machinery," and as an instance you cite a machine for jigging, which came out from England with the Steam Engine, and which you were told "was on the most approved plan then in use in England," but that on examination for the purpose of having it put in operation, you were farther informed that the pieces were scattered all over the Location, some buried under the large pile of skimpings, some used for other purposes, and that it was impossible to put it up. I am sorry to be obliged to contradict your informant. Cornish Miners, probably from passing so much of their time under ground, are most devoted worshippers of the rising sun, and your informant was doubtless delighted to have the opportunity of showing his zeal for the Company's service, by giving you every information, but he has overshot the mark. Led away, I fear, by a too willing ear being lent to any statement disparaging to the past management, he has greatly exceeded both his knowledge and the truth. He has stated a cool, deliberate, and uncalled for falsehood, in saying that this Jigging Machine "was on the most approved plan then in use in England." The fact being that this machine was an invention of Mr. Vivians, entirely new, had never been tried, and was, I should say, a great deal too expensive and complicated ever to be used in England. Mr. Vivian himself will, I doubt not, corroborate this. He told me over and over again that it was on quite a new principle and that no one but himself could put it up. As I had great doubts whether even *he* could put it up to work satisfactorily, you cannot be surprised that when de-

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prived of his most valuable services I should hesitate attempting the job myself. Long before Mr. Vivian was discharged, I became convinced that, even if all the machinery connected with the apparatus worked well, the amount of ore which could be dressed by it would be infinitely less than what could be cleaned by the large sieves now in use, and that it would be far more costly to work. I therefore, when the time arrived, discarded this new fangled machine (which was of the most complicated description, including in its composition numerous drums, fast and loose pulleys, spur gear, shafts, excentrics, levers, catches, slides, and a host of other parts,) and used for erecting the jiggging machinery such of the shafts, plummer blocks and pulleys as could be turned to account. All the other pieces, with the exception of the heavy castings which are up at the old Engine House, where they were deposited on being landed, and one or two shafts in the Warehouse, are, I believe, in the loft of the Boiler House. I am sorry to be obliged so flatly to contradict your veracious informant, but the parts are not "scattered all over the Location," nor is there, to the best of my belief, a single piece "buried under the large pile of skimpings." I admit that part has been used, and that it is impossible to put it up, but that ought to be rather a source of satisfaction, as it will probably prevent the costly experiment being tried of working with it. It is, I think, highly probable that there are castings at the Mine, the use of which are unknown to any of the men there; but you appear to forget that there is neither an Engineer nor a Pitman now at the Mines, and it would have been matter for greater surprise had any of those now there been able to give you the desired information; my only astonishment (notwithstanding I have had a good deal to do with Cornish Miners) is to learn that any of them actually had the conceit to fancy that he knew anything about this Jiggging Machine, or indeed about machinery of any description whatever.

This branch of your Report winds up with a statement that at the time you were there "an order had to be sent to

"Detroit for a new shaft, to put up in the Jigging House,
 " *though there was said to be one which would answer under*
 " *the pile of skimpings*, but it was thought cheaper to send
 " to Detroit for a new one than to seek in the skimping for
 " *the other, as its exact situation was not known.*" It is a pity
 that the authority upon which these statements are made is
 kept in the back ground, that I might escape answering
 them in a way personal to you ; but in this case so implicitly
 do you appear to have taken for truth this *on dit* about the
 shaft, that I cannot help saying it would have been better
 had you enquired a little farther into the matter. Perhaps
 you will also be of this opinion when I tell you that the
 shaft under the Skimpings is but the offspring of your in-
 formant's vivid imagination. The shafts intended for the
 Jigging Machines were one in the Boiler House where
 it still remained in April last, and the rest at the side
 of the Warehouse with the bar iron ; the first was the
 only one that was turned, it being intended to cut and
 turn the others at the Mines. This statement I make
 upon the authority of the man who was sent by Mr. Tregon-
 ing to Detroit, to order the machinery for the stamps, and
 who brought the whole, including these shafts with him to
 the Mines, and I fully believe his report. A very striking
 characteristic in a Cornish Miner (in addition to his devoted
 admiration of the rising sun), is that he is always supplied
 with an answer to every question, and the pile of Skimpings
 was too ready a reply to every enquiry for goods lost, or sup-
 posed to be lost, to be overlooked ; and I doubt not if you had
 asked your informant what had become of the deficiency in
 the copper two years ago he would have answered that he be-
 lieved there was a large quantity buried under the pile of
 Skimpings. Their statements should always be taken *cum*
grano salis, and under circumstances similar to yours, I
 mean after a change of Government, with a very large grain
 indeed.

On this portion of your Report I shall offer no farther re-
 marks, but while congratulating my friend Mr. Davidsen

upon the well merited commendation which you bestow on him in the first line of your strictures on the Store and Office, I cannot help regretting that you have changed the system of book-keeping hitherto pursued in the Office, and adopted the cumbrous and mystifying one of "a regular set of Books"—a system which I may say renders it impossible in a business of the kind in question, to keep any efficient check upon the accounts. By the old method, when the Cash Book showed everything, the balance being the amount in the chest, it was next to impossible for anything to be erroneously entered without being at once discovered. Now all that I can say is, that I think the Company are most fortunate in having for their Book-keeper one on whose integrity they may most implicitly rely.

Relative to the improper way in which the Mine has been opened, your statements are perfectly true, but they are only a repetition of all the reports which have been made on the same subject for years. Every one who has been connected with the management of the Mines, has regretted that under the advice of the person on whose recommendation the Mine was purchased, and who was first put in charge, the proceeding which has turned out so unfortunately was adopted. It was, I think, on the 6th May, 1848, that Captain Roberts, by letter, distinctly retracted his former favourable opinions, and recommended open working, which was for a considerable period followed. Confidence in Captain Roberts' judgment was entirely shaken by the result of Mr Logan's survey, but the mischief had already been done, and all that remained was, as far as possible, to modify the evil. This was done not precisely as you state by these excavations "being subsequently filled up with loose stones," but by making regular stulls filled with stones and *carefully clayed over to a considerable depth*, drains at the same time being formed along the sides of the lode for carrying off the surface water. Nearly the whole of this work I myself saw performed, and so successful was it that, during the summers of

1849 and 1850, the Miners could scarcely be said to be ever hindered by water, but unfortunately in the winter of 1850, a great deal of bad feeling existed between the then Manager and Mining Captain; work was to a certain degree neglected, the stulls were allowed to get out of repair, and the drains to be filled up, *et hinc illæ lachrymæ*.

Relative to the number of shafts, it would take too long to explain clearly, although it could easily be proved, that in a Mine like the Bruce, where it is cheaper to stope underground, it is less expensive to sink shafts at certain distances, and take up stopes from them than for each party of men to take up their own stopes, besides the former method keeps the bargains free from water, which would otherwise be a great hindrance. I will merely refer you to the report of the Geological Survey, in which calculation is made for shafts at every twenty fathoms, whereas those now sunk on the vein, are at a much greater distance from each other. You need however be under no apprehension that the present engine is not perfectly capable of keeping the Mine free from water, if the pumps are properly put in. It was calculated, besides its present duty, to pump the Mine to a depth of at least sixty fathoms, and at a distance of a mile from its site. The ore is generally understood to be raised from such shallow depths as yet attained more economically by horse than by steam power, and that even in England, where coals are cheap and oats are dear. The erection of steam machinery for raising the ore has been frequently urged during the last two years, but as the reasons given for the outlay were bad, I have always set my face against it as a useless waste of money.

The 25 fathom level is certainly not 25 fathoms from the surface of the ground, the measure being taken from the collar of the old engine shaft, and which is raised about twelve feet above the ground, in order to give a trip for the stuff; and I do not see upon what grounds you so decidedly

state that, "doubtless the Company have paid for sinking " the whole 25 fathoms." Before making such an assertion as this, it had been well if you had enquired into how ground wrought in shafts was paid for. Had you done this you would have found that it was impossible that the Company could have paid for more than was really wrought. For instance, in Scott's shaft, which is, I presume, the one you allude to, you would have found that the collar was not put on the shaft until it was below the ten fathom level, and that since then all the measurements in sinking were taken from that level. You would also have found that the 25 fathoms to the bottom of the level were measured from a mark near the roof of the house over the shaft, and which mark was horizontal with the collar of the old engine shaft. If the levels were all struck at 25 fathoms from the mouth of each shaft, any reasoning being must see that they would nearly follow all the inequalities of the surface, and might in one place be many feet higher than another. The only practicable method of getting a level is, by taking a certain fixed point higher than the mouth of any one shaft, and making all measurements from an imaginary horizontal line running through that point, allowing for the underlie of the lode, if any exist. Such being the fact, your assertion that the Company has over paid one eleventh part for the shafts sunk to this level, not only falls to the ground as unsubstantiated, but proves how little dependence is to be placed, upon your other statements regarding subjects, with which you are naturally not conversant.

I am sorry to see that the levels driven last winter do not meet correctly. This is the effect of carelessness, and the natural tendency which men driving always have to rise, but as far as the drainage of the Mine is concerned, I dont think it is of so much consequence. It never was, I believe, the intention of any Captain of the Mine to carry the water on the ground along the bottom of the level, as both Mr. Borron and you appear to suppose, but to conduct it in

launders or troughs along the sides at a sufficient height from the bottom, to prevent injury, and which is the only course by which it can be conveyed across any shafts that may be sunk, and which it must otherwise fill before reaching the pumping shaft. Besides, how is the bottom of the level to be stoped out if it is to be used as a water course?

There is only one more statement in this part of your Report which I need notice. It is that, having endeavoured to ascertain the number of fathoms of ground actually cut and the number paid for, and having entirely failed in procuring anything like a positive result, you "have reason to believe, however, that the Company have paid for much more than has been cut." I cannot suppose that you could make such a statement as this, which, if true, amounts to a charge very like embezzlement, and if untrue, to a gross calumny upon all who have held the office of Captain of the Bruce Mines during the past five years, unless you had some substantial and convincing proof of these alleged over-payments; and having this, I am surprised that you did not state the grounds upon which you appear to have formed so decided an opinion. Were any of those implicated by the statement still in Canada, I should leave to them to refute what I believe to be an unjust aspersion on their character; but such not being the case, I feel obliged to state my belief that the Company have not "paid for much more (ground) than has been cut," excepting so far as is unavoidable in measuring, and when the benefit of fractions is generally, as a rule, given to the men. This, however, applies only to stopes and not to shafts or levels. But perhaps I am unnecessarily defending the absent; indeed I almost think the accusation itself is the strongest reason that can be adduced for a verdict of not guilty. You state that you had endeavoured to ascertain whether the number of fathoms cut agreed with the number paid for, and you distinctly admit that you had most signally failed in "procuring anything like a positive result." In order to have ar-

rived at a positive result, a correct and lengthened survey of the whole Mine would have been required, such as was made in January 1850, and the preparation of which even then occupied some weeks. Mr. Borron may be the best surveyor who ever lived, but neither he nor any other man could walk through that Mine, and in the course of a few hours make even an approximation to the quantity of ground excavated. A few spots may have been measured and their contents calculated, but with the stopes full of stuff, as you state some of them to have been, it is ridiculous to suppose that even an opinion could be formed on the subject, and I am surprised that any Miner or Captain who had a character for veracity to sustain, would venture to express one; and yet without any other evidence you assert your *belief* that the Company have been robbed by their servants. It would be quite as just to convict without trial, a man of a burglary, which had never been committed, because some one *believed* that such a deed had been perpetrated, for you here try, convict, and condemn without proof being adduced on the one side or defence allowed on the other. It is the part of a properly constituted mind to examine well into the facts of a case before making statements which may injure others, and if there is a doubt upon the subject to allow to the accused the benefit of that doubt—neither of these proceedings do you appear to have followed. That you have not examined the facts of the case is admitted, and that you do not give the benefit of the doubt which could not but rest on your mind, unless indeed your opinion be governed by your will, instead of your will by your opinion, is too manifest, when in the face of the want of all evidence of the fact, and the most perfect ignorance on the subject, you declare to the Stockholders your *belief*, “ that the Company have paid “ for much more than has been cut.”

It is not my intention to reply to Mr. Borron's Report, although I think that it displays a good deal more confidence in his own judgment than perhaps is altogether pro-

per in one, who by all accounts, (including his own) has had no sort of experience whatever in judging the value of copper ore, and much less the yield of a vein composed of a large portion of foreign material besides the ore itself. I cannot, however, help remarking on your own sweeping condemnation of the general method in which the Mine has hitherto been worked, because so far from the past system having been "erroneous throughout" this summer is the first period at which the frequently contemplated tribute system could have been introduced at the Mines. Owing to the large quantities of stuff hitherto on the surface, it was absolutely impossible to set Tribute Bargains with the slightest hope of protecting the Company's property from being plundered. Had I remained at the Mines last winter I should have introduced the Tribute system this spring, but certainly not in the method you speak of trying in your Report. I should not, as you propose to do, have made the interests of the different Tributers antagonistic to each other, but endeavoured to identify them. I would not have made it the interest of the Dresser to make bad work and to waste ore in the Skimpings, or that of the Spaller to make rich piles and throw away a great deal, as refuse which, with care and attention, would pay well for dressing. Again I would not have made it the Miner's interest, while saving the ore, to deliver it on the floors at the lowest possible standard, but by identifying their interests should have tried to make the Miner save his ore, the Spaller do his work properly, and the Dresser raise his pile to the highest possible standard and with the least waste. At present it will, I think, be found that the piles dressed upon the present mode will be sandy, slimy, and of low produce, while the Halvans and the Skimpings will be richer than they ought to be, thus causing loss to the Company in both ways. Even in England, among low per centage ores, the proposed system would not work profitably to the Company, far less will it here, where the standard of ore, and the price of labour are so much higher, while the laborers are so much more independent.

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I have made these remarks not in any factious spirit, but simply as a justification for the "erroneous" system which you condemn, and to show you that Tribute Bargains would have been sooner given had such been practicable. I hope they will also have the effect of proving to you the danger of rushing too hastily into new paths, where those formerly connected with the management almost feared to tread, but which the earnest attention they had for long bestowed on the subject, would probably have enabled them to enter and pursue in safety. It was a change which required considerable tact in introducing, as well as experience in organizing, and I have little doubt that the truth of the above remarks will ere long be practically proved, by the impossibility of getting Miners to break ground on Tribute, over the ore produced from which, they have no subsequent control, except at such prices as will leave no profit for the Company.

Before closing this letter I cannot refrain from expressing some surprise that one of the most striking objects about the Mines should have escaped remark. That the Engine House and machinery contained in it should have passed unnoticed, I do not at all wonder, as I flatter myself, although the house was built and the machinery put together in the face of many and great difficulties, yet that you would look in vain for anything with which to find fault, but that those picturesque Ruins on the Hill, where once stood or rather fell the *Old Engine House*, were unvisited, or were thought unworthy of even a passing remark, does indeed call forth all my astonishment.

Of this interesting relic which cost over £3000, (a sum quite insignificant, it appears by your silence regarding it, in comparison with the value of a few broken castings and pick moulds,) all that now remains to speak the Architectural triumphs of its founder, is the Boiler House now used as a Carpenter's Shop and a confused heap of stones.

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'This House was built under the sole supervision and direction of Mr Virian, the Engineer, from England, and who considered himself irresponsible, save to the Directors, for his acts. I was at the Mines during that winter, and know that he frequently refused to obey the wishes, or attend to the advice of the Superintendent, but, as I had merely been sent up for a special object, I had no real power over him, and, I am happy to say, no responsibility in the matter.

Having now finished my task, I will conclude by hoping that you will excuse any of my expressions which may appear harsh or uncourteous. I am perfectly aware of all the difficulties of the position which you have assumed. I know well the many obstacles you will have to overcome, which are now only beginning to appear, and I also know the desire of every public man to fill any position which he holds to the satisfaction of his constituents, and the confident expectation, with which you took office, that from a ruinous concern, you would convert the Bruce into a paying Mine. This laudable desire and expectation have unquestionably tended to make you zealous and energetic in the discharge of your duty as President, and for this the thanks of your brother Stockholders are clearly your due, but I cannot think that it was either your duty to them, or the part of an honest heart and a straightforward man, to hold up in an exaggerated form every error, or mischance which had occurred, with the apparent object of making a strong Report, against the past management, and in order that the future might form a more striking contrast, than it would have done, had the simple truth been more strictly adhered to, and such explanations given as were, or ought to have been, within your power to make.

I write this, not to deprive you of any credit which may be your due, but I do most decidedly object to have my character made the stepping stone, by which you are to reach the eminence to which you aspire. I had no objection to give you every assist-

ance to reach that point, and this I abundantly proved, and I cared little for your taking credit for the possession of knowledge and ideas, which, as I had freely and unconditionally given them to you, had certainly become your property; and although I have been frequently amused at the admiration expressed by those to whom you had communicated, as original, some plan or improvement which I had proposed to you, I did not think it worth while to deprive you of the innocent pleasure of retailing, as the result of your own wisdom, the information which, out of good feeling for yourself and desire to benefit the Company, I had given you; still I am not possessed of sufficient magnanimity, to give myself up a total and unresisting sacrifice on the altar of your popularity. I cannot allow myself to be accused and condemned, that you may be glorified, without endeavouring to make some justification, and give such explanations and corrections as I am able, trusting that in that spirit of candour, which invariably is found in all large bodies of men, the Stockholders will do me the justice to believe, that in no case have their interests been wilfully neglected or disregarded.

I am,

Sir,

Your most obedient servant,

A. H. CAMPBELL.

Montreal, 10th August, 1852.

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