

higher percentage of copper in the South vein, but the ore body is much smaller. The Sunset has for neighbors on Red Mountain the Le Roi, War Eagle, Center Star and Josie.

(From Our Special Correspondent.)

COLUMBIA & KOOTENAY.—Forty men that were recently hired to push development have been discharged, as the work is completed.

NOVA SCOTIA—MONTAGUE.

SYMOM KAYE.—A distinguished party was present by invitation at the last clean-up of this mine on August 28th. The result of three weeks' work was a brick of \$3,000. A rich vein of gold-bearing quartz has been struck. The *Hilifax Recorder* was informed by John C. Oland, who is working the mine, that gold to the value of \$2,000 was taken out in one day.

NOVA SCOTIA—PICTOU COUNTY.

TONQUOY.—This mine is turning out very rich quartz. Within a week from \$3,000 to \$10,000 worth of gold has been taken out. One shot recently dislodged quartz said to contain 200 oz. of gold.

ONTARIO—LAKE OF THE WOODS.

(From Our Special Correspondent.)

FOLLY MINE.—This property, situated near the Ferguson mine, was first worked in 1895. It is owned by the Folly Mines Company, of Detroit, Mr. Rod. A. Demme, of Detroit, being the president. There are three shafts on the property; No. 5 down 100 ft. with a crosscut of 70 ft. on that level; the Lucky Joe down 75 ft.; and the North Shaft down 250 ft. The vein on which the North shaft is sunk was only about 25 in. wide at the surface, but at the 200-ft. level a 200-ft. drift has been made on the vein which at that point is found to be from 5 to 8 ft. wide. The development of the mine has been done chiefly with three air drills, but as they are unable to keep the 20-stamp mill, which has been erected on the property, running, a new 12-drill compressor plant is being installed. A quarter of a million dollars has been spent in developing the property, and \$30,000 worth of bullion has been taken from it.

MIKADO.—The fall clean-up will soon be made, and it is expected the returns will equal those of last year, viz., \$70,000. The amalgam is gathering very thickly on the plates.

OLWE MINE.—This property is nine miles north of Mine Center. A number of veins are being developed, but the principal work is being done on a 28-in. vein that was first discovered. There are two shafts on the property 75 ft. and 65 ft., about 400 ft. apart. An Alaska mill with two 1,000 lb. stamps and one 6½-ft. Frue vanner has been erected on the property. There are also steam hoists, pumps, etc., and a saw mill which has manufactured all the lumber for the stamp mill and buildings. There is 1,000 ft. of gravity tramway connecting the mine and shafts. The capital stock of the company is \$50,000.

REGINA.—Work is being pushed under the management of Mr. Pringle. The shaft is down about 250 ft., and the vein is improving in width and value.

SULTANA.—The Sultana mine continues to make its weekly output of bullion, which ranges from \$1,000 to \$2,000. The main shaft is now down between 400 and 500 ft., and the 10-stamp mill on the property is unable to crush the ore mined. Alterations are being made in the plant, and the stamps now in use are to be removed and 20 new stamps erected. The management is also purchasing a new Gates crusher and an air compressor plant. The Sultana is the pioneer of the district and has been running successfully for the last four years. An offer of \$2,000,000 is said to have been refused by the owner, Mr. Caldwell.

MEXICO.

DURANGO.

The sale and transfer of the San Gonzalo mining and milling properties in the District of Pachuca de Coronado, State of Durango, has just been concluded. This property consists of the well-developed San Gonzalo mine, situated near the town of Avino, a Fraser & Chalmers 10-stamp mill and lixiviation plant, and a large dwelling and store building in Avino. All are within eight miles of the San Gabriel station of the Mexican International Railway and 25 miles from the city of Durango. The purchasers are Messrs. Andy Evans, John W. Sharpe and William H. Mealy, of Mexico, and William Weir McKee, of Pennsylvania. These gentlemen secured the property for \$195,000. The new owners have already shipped pumping machinery from Monterey and ordered a steam hoist with a view to sinking as rapidly as possible. The capacity of the mill will also be increased to 75 tons per day. There are now on the dump about 3,000 tons of ore which can be profitably milled. The purchasers have incorporated as the San Gonzalo Mining and Milling Company with William H. Mealy as president and John W. Sharpe as general manager. The new company has also acquired the Erlione property, which adjoins the south side of the great Avino mine, and the Santa Rosa and Sonoma properties which are an extension of the Avino vein on the east. The Santa Rosa is now being opened up and all of the mines will be as soon as the capacity of the mill can be increased sufficiently to handle the ore.

GUADALUPE Y ANEXAS.—These quicksilver mines, situated in the mountains about 20 leagues west

from the city of Durango, are reported to be opening up well. The cinnabar ore is abundant, and some of it is said to yield as high as 6% quicksilver, while the average runs from 10 to 15%. The mines are owned by citizens of Mexico, who have formed a company organized under Mexican law. The manager is Antonio Maza.

(From An Occasional Correspondent.)

The Copalquin and Lemon mining camp is situated in the northwestern part of this State, west of the Continental Divide. In this camp are located four mines of much value, El Refugio, Dulces Nombres, San Manuel and La Soledad. The first three have been worked for years by the natives, and operated in their crude way have produced upward of \$1,000,000 in gold and silver; the last mine is of more recent development, having been opened during the last four years and worked on a systematic plan, and in this mine there is a great quantity of good paying ore in sight. The camp also contains a large number of lodes of gold and silver bearing ores which have only been superficially prospected, but which give ample evidence of their large extent and high-grade character. Prior to 1895, when the Mexican government sent a party of its Geological Commission to investigate the northern portion of the State of Durango with regard to its geological and mineralogical formations, little was known of the mineral resources of this section outside of the bonanza mines mentioned above. The researches of this commission gave the first intelligence of the extraordinary extent and value of the mineral deposits of the Copalquin and Lemon mining districts. The Consolidated Copalquin Mines Company, with main offices in Chicago, has just been incorporated with a capital of \$1,000,000, under the law of the State of New Jersey, to operate in Copalquin & Lemon. Its properties so far acquired are the mines El Refugio, Dulces Nombres, San Manuel, La Lina, Cruz Verde, La Luce and Socorro. The entire camp is a high-grade gold and silver proposition. Considerable quantities of ore have been taken out which carry from \$500 to \$1,000 per ton in gold and silver.

HIDALGO.

It is estimated that last year the output of silver from the Pachuca mines was fully \$3,000,000, of which \$6,000,000 was treated in the vicinity and the rest in the form of ores was shipped to the United States and Europe.

LOWER CALIFORNIA.

Two seams of manganese ore, each 3 ft. wide and traceable for over a mile are said to have been discovered. Specimen assays show 37% manganese.

MICHIGAN.

RIO TINTO.—Some time ago it was announced that these copper mines, in this State, had been sold. The purchasers comprise many of those who were the original purchasers of the Boleo mines, including the Rothschilds of Paris. It is said to be the intention of the new company to build a rail road from the mines to the Pacific and to work the mines on a large scale.

SONORA.

William Shuckman has put a dredging boat for gold mining on the Yaqui River at San Antonio de la Huerta.

Rich strikes of gold are reported in the Yaqui country between the Yaqui and the Mayo rivers. It is only since the pacification of the Yaqui Indians that prospectors have been able to enter this district.

NACASORI.—These mines are now being operated by the Copper Queen Company of Bisbee, Ariz.

SOUTH AFRICA.

SOUTH AFRICAN REPUBLIC.

The output from the Rand gold mines for June was 251,529 oz.; for July, 242,479 oz. The decrease, 9,050 oz., was due to poorer ore.

In the account of the Jubilee celebration, *Machinery* (of Johannesburg) of July 1st said: "In the matter of design the Consolidated Gold Fields Company Buildings undoubtedly won the highest encomiums, and Mr. George R. Malr, electrician of the Consolidated Gold Fields Company, who took the task in hand, must be heartily congratulated on his success. The idea was very appropriate, consisting of two large wooden flags, the Union Jack and Vierkleur, crossed in token of friendship, and closely studded with colored lamps representing the two nations' colors. Between the two flags was an illuminated portrait of Her Majesty, and high above these an illuminated prism was made to spin round incessantly, driven by an independent motor. To transform the stiffness of the flags into the natural softness of real fluttering ensigns, a rippling motion was ingeniously sent through the wires, giving the flags a beautiful undulating movement which completely changed their appearance from an ocular point of view. To create the remarkable effect obtained, the lamps were so connected with coils of resistance that the potential in certain lines was cut down below the normal voltage required for the candle power of the lamps, and the position of the lines of lamps burning at full voltage was changed by means of a controller cutting out the resistance coils one after another in rapid succession. Three hundred and fourteen red, white and blue lamps were used for the Union Jack, 240 red, white, blue and green for the Vierkleur, and 850 lamps altogether."

COAL TRADE REVIEW.

NEW YORK, Friday Evening, September 3.

Statement of shipments of anthracite coal (approximated) in tons of 2,240 lbs., for the week ending August 28th, 1897, compared with the corresponding period last year:

	1897.	1896.
Week.	Year.	Year.
Pennsylvania Railroad.....	71,283	2,156,988
		2,276,533

PRODUCTION OF BITUMINOUS COAL in tons of 2,000 lbs. for week ending August 28th, and for years from January 1st, 1897 and 1896:

	1897.	1896.
Week.	Year.	Year.
Shipped East and North:		
Allegheny, Pa.....	40,080	1,576,371
Barclay, Pa.....	1,123	28,208
Beech Creek, Pa.....		2,427,814
Broad Top, Pa.....		252,633
Clearfield, Pa.....	75,913	2,981,746
Cumberland, Md.....		2,436,979
Kanawha, W. Va.....	189,339	5,033,465
Phila. & Erie.....	4,018	175,259
Poconantas Flat Top.....		2,297,329
Totals.....	310,453	12,943,575
		13,346,033

	1897.	1896.
Week.	Year.	Year.
Shipped West:		
Monongahela, Pa.....	4,783	751,633
Pittsburg, Pa.....	38,744	1,238,096
Westmoreland, Pa.....	71,775	1,462,711
Totals.....	114,302	3,452,470
		3,243,422
Grand totals.....	325,055	16,401,045
		16,489,055

Production of coke on line of Pennsylvania Railroad for the week ending August 28th, 1897, and year from January 1st, 1897, in tons of 2,000 lbs.: Week, 92,777 tons; year, 2,924,301; corresponding date in 1896, 2,826,531 tons.

* For week ending August 21st. * Returns not received.

Anthracite.

The market during the past week has been quiet, many of the dealers having bought pretty heavily prior to the last advance, most of the coal going forward being upon old orders. Dealers do not seem quite prepared to buy at present prices, so that a period of semi-stagnation has come upon the trade. There are unfortunate possibilities of future trouble in the Lehigh region, and no one seems to know how far-reaching they may be. There is a large and undesirable foreign element in that region, and operators feel uneasy as to the outcome of the present discontent, which while not very pronounced as yet causes apprehension.

There is a fair demand in the West, and present indications are that business will continue upon these lines for some little time, though there is likely to be considerable disappointment in certain quarters as to its volume.

The extra demand for small sizes that was anticipated owing to the trouble in the bituminous mines has not made itself felt to any marked degree, the slight additional demand being offset by an increased production.

Prices of anthracite coal remain as follows: Broken, \$4; egg and chestnut, \$4.25; stove, \$4.50 per ton alongside New York.

Bituminous.

The Eastern seaboard soft-coal market is quiet, though there is considerable coal moving upon contracts. It is thought, however, that these shipments are depleting the stock of orders in hand. There is a little transient trade, though the total does not amount to very much, but it is looked upon as almost a gift, not having been expected.

Trade east of Cape Cod is receiving more coal than the orders coming from that territory can take the place of, and it is reported that the few cargoes that have been sent to that market have been difficult to handle. The producers are beginning to make efforts to clean up the contracts that they hold for this Eastern territory, at least as far as shoal water ports are concerned, though it would seem as though it would be some little time before ice could prevent deliveries on such contracts. It is not believed that there are any large balances left to be shipped on this class of contracts.

The trade between New York Harbor and Cape Cod is fair. There is, however, no pressure for coal from this territory, consumers and middlemen merely taking coal to fill up holes in their stocks on hand or for daily consumption.

New York Harbor trade is comparatively active, a little more coal than usual being forwarded to this territory.

All-rail trade is slightly reduced in its proportions from what it is considered the usual demand calls for.

Transportation from mines to tide is improved, and from all accounts the producers are not at all sorry, as they are pressed to get vessels that have been secured, loaded.

Car supply, in some instances where shippers have not taken care of their coal properly on arrival, or where they have not a call upon cars either by ownership or otherwise, has been short, but in the great majority of cases shippers have been able to control enough empty cars to satisfy their wants.

The coastwise vessel market is fairly well supplied with craft, and the adequate supply of bottoms has permitted producers to ship more freely, in some instances relieving the situation of the old orders that