



THE NEW GERMAN STEEL WAR-PLANE

view of the new German war-plane, the "D. W. F." biplane. Showing the general arrangement of the planes and tail. The "D. W. F." is made by the Deutsche Flugzeug Werke of Leipzig, Germany. It is to meet Germany's industry in the manufacture of these aerial fighting machines that Right Hon. Winston Churchill, First Lord of the Admiralty, desires to greatly increase the naval estimates this year. And by the same token the Asquith cabinet may split on the question. So the bird-like machine in the above picture may make a lot of trouble for Britain, one way and another.

TUNNELS COMPANY MAY GIVE STEWART NEW LEASE OF LIFE

ANNUAL REPORT OF BIG UNDERTAKING WHICH WILL MAKE PORTLAND CANAL MINES PROFITABLE

Below will be found the annual report of the Portland Canal Tunnels, Ltd., which has just been submitted by General Manager Elmendorf to the annual meeting at Victoria:

Today the main working of the Portland Canal Tunnels, Ltd., is in a distance of approximately 2,870 feet, and the drills are still extending the big bore. The tunnel will be continued through the Richard Second claim of the Portland Canal Mining Company's ground and probably on to the O. K. The Number One drift on the Lucky Boy ground of the Glacier Creek Mining Co. is in a distance of 50 feet and the vein is now showing up promisingly with bunches of galena coming in. The Number Two drift on the Melba claim, owned by the tunnel company, is also in 50 feet and this vein is showing a good deal of iron. The vein is a wide one and it is the hope of the management that it will shortly narrow and form an ore body. The development in the extension of the main tunnel and the two drifts is going forward at the rate of 300 feet per month.

more than 50% of the first cost should be charged off at this time. The same proportion, at least, applies to the salary of the manager, as his services have been largely along the lines of acquiring property for the company and assisting in the general conduct of its policy and administration. With a proper allowance for these items the cost will approximate \$20,000 per foot. When consideration is taken of the facts that we pay the best of wages, \$4.00 per day for miners and muckers, and all other employees in proportion, and that the men are very well fed, this figure is a low one.

Starting on the Riverside, the tunnel extends on a South 70 deg. East course a distance of 420 feet. Continuing, it passes through 750 feet of the Jennie, a claim of the Tunnels Company. Thence through 1,110 feet of the Lucky Boy, owned by the Glacier Creek Mining Company. It then enters the Melba, of the Tunnels Company, and its course is slightly altered to South 81 deg. East. From there to its present face (January 1st, 1914) a distance of 533 feet, it follows along the Melba-Lucky Boy line, actually in the former but in touch with the latter claim. It is about 85 feet from the present face to the end of this line at which point the tunnel will enter the Richard II, a claim of the Portland Canal Mining Company.

About 1,540 feet from the portal of the tunnel the "greenstones" (Bear River Formation) were left and the argillites contact was dry, tight, and showed but little evidence of mineralization of any sort. From then to the present time the tunnel has continued in this latter formation. At 1,897 feet a vein of quartz, fairly well mineralized with pyrrhotite, was entered. This vein is very well defined and, where cut, is 11 feet wide with a course of South 58 deg. East and dipping 65 deg. to the southwest. Some galena, the first seen in the tunnel, was found in the vicinity of this vein. The point of intersection of this vein with the Fissure Zone will be one of interest when it is reached by the drift from the tunnel. After passing through this vein considerable calcite was seen. In fact, it was met everywhere through the argillites and veins of quartz and calcite occur and these often carry pyrite and pyrrhotite mineralization and, in rare cases, a little galena and blende.

At 2,285 feet from the portal the Fissure Zone was entered. First came a zone of "graphitic shales" 30 feet in thickness. This was a veritable coal mine in appearance, black and shining, the polished "slickensides" showing proofs of the motion and pressure along this line. Then about 40 feet of rather barren argillites were passed through and the vein, which we call Number One, was reached. This and the band of graphitic shales roughly coincide in both strike and dip, South 7 deg. East and dipping 45 deg. to the west. While the work was proceeding in the No. 1 vein there was some doubt as to its exact definition as a number of included dykes rendered the formation difficult to classify. Now that it is passed, the boundaries are well defined and show a width of 100 feet. The gangue is quartz and calcite and everywhere the characteristic brecciated structure is apparent. This breccia is a feature of the veins in the workings of the Ben Bolt and Jumb. Co., the Portland Canal Mining Company, the O. K. Fraction, the Portland Wonder, the Glacier Creek Mining Company and the Stewart Mining and Development Company, both within and outside of the ore bodies. It consists of bands of argillite and porphyrite, of varying size, completely included in the quartz and calcite, and sometimes in the ore itself. The vein, at this point, showed but little mineralization, its ores being pyrite and a little galena. Specimens from this ore ran 3.6 to 5.6 oz. silver per ton and a trace of gold. My first view of this vein produced the impression on me that it was too wide, too scattered, for an ore body at the point where it is exposed in the tunnel. It is entirely normal, except for its great width, and shows all the characteristics of this and the other veins of the series, outside of the ore bodies. We know that ore does occur both north and south of the tunnel in this vein and, while it would have been most satisfactory to have developed an ore body at the point it was reached, still our future operations would have been the same in that event as now become necessary. In the report of April 14th, 1913, this statement occurs: "When the vein is reached by the tunnel, drifting north or south on it, or both, or further cross-cutting to the other veins, must be decided upon and this decision will be largely influenced by the disclosed conditions." On December 27th, 1913, drifting to the north into the Lucky Boy claim was begun, starting from station 27 about 2,343 feet from the portal of the tunnel. On January 1st, 1914, this drift was in 24 feet and this work will be pushed as any round may open up ore.

For 150 feet beyond the No. 1 vein the formation was practically featureless. At 2,600 feet the No. 2 vein was entered. This is 40 feet in width with strike and dip nearly coincidental with those of the

No. 1 vein and the hanging wall of the Fissure Zone where cut by the tunnel. It is very strong and looks promising for white quartz breccia with but little mineralization. Some pyrite is scattered through the quartz and a little galena was found. A sample of this slightly mineralized quartz 1.4 oz. silver per ton and .02 oz. gold, not at all important in itself except as showing some value even in the poorly mineralized ore. On December 22nd, 1913, drifting to the south on the No. 2 vein was begun from station 30 about 2,638 feet from the portal of the tunnel. This has now progressed 27 feet (January 1st, 1914) and the showing at this point is most promising. This drift should be certainly continued to ore and it does not look as if it would be far to go. It will continue for about three hundred feet in the Melba claim and then, if further extended, enter the Richard II.

The tunnel will be continued whenever work at that point will not interfere with the drifting in the Lucky Boy and Melba drifts. It is often advantageous to have three faces in which to work two machines, mucking may be going on in one while the machines are drilling in the other two, and there are other considerations. The tunnel work will be made secondary, for the time being, to the drifting, as it is manifest that there is more probability of opening ore by the latter means. The face of the tunnel, 175 feet beyond No. 2 vein, looks promising for the cutting of another vein and, judging from the distance between them on the surface another is nearly due. Three more veins, at least, are included in the Fissure Zone and the tunnel must be ultimately driven across them. Added importance has recently been given to this plan of cross-cutting by the discovery of ore of very good grade (\$40.00) on the surface of the O. K. Fraction and in a vein which seems, from its location, not to have been found elsewhere.

The Portland Canal Tunnels, Ltd., owns ten mineral claims with a total acreage of 391. These claims are well located with reference to the Fissure Zone, covering the extension of the veins on their dip. At the tunnel level both the No. 1 and No. 2 veins should continue in Tunnels ground on their southerly course for 4,000 feet after passing through a corner of Richard II, a claim of the Portland Canal Mining Company. Four of these claims were acquired by purchase and the others were located. All are entered for Crown grant, and paid for, and late information is to the effect that there is no question as to the title.

Practically all of the underground work of the Company to date has been what is known as "dead work." In driving the tunnel there was a possibility of cutting veins unknown on the surface, but it was a very remote one. Blind veins are rare in such a formation and the country as a whole, and particularly this locality, has been well prospected.

The Fissure Zone and two veins were found in practically their calculated positions. It would have been most fortunate had we entered ore bodies in these veins but it is obvious to anyone at all acquainted with the nature of ore deposits that the chance for any unknown portion of a vein 8 feet by 10 feet in size to carry ore is extremely small. The No. 1 vein, where cut by the tunnel, is 600 feet deep on this dip below the Richard Cut, the nearest surface working. Conditions there could not reasonably be expected to continue downward for that distance. In fact, the assumption of "ore shoots" (vertical, rather than horizontal, extensions of ore in the vein), in this particular locality, is unwarranted. Actual developments show lenticular masses of ore, rather long than deep, and usually in the narrower parts of the veins, as the prevailing form of occurrence. Ore of pay grade has been found within the Fissure Zone upon every mining claim from the Lucky Seven on the south to the Sunbeam on the north. This covers a distance of nearly 15,000 feet. Erosion has been extensive and recent. A section between the south end of the Portland Canal Mining Company's property and the bed of Glacier Creek shows a difference in elevation of 2,500 feet. This great gash has been cut by nature's forces down through the Fissure Zone and there is almost no surface oxidation where ores outcrop. Such conditions afford excellent facilities for accurate study of the formation. The only conclusions I am able to reach are that any section of the veins may contain ore but that such ore is most likely to be found where the veins are not too wide. With known ore to the north and south of the tunnel and the veins encountered entirely normal, as to physical condition and position, it would seem that there should be no question as to the nature of future operations. Drifting, preferably on both veins, should be energetically pushed until ore bodies are reached. At the same time, the tunnel should be continued across the Fissure Zone, when such work can be done without interfering with the drifts. We may still be fortunate enough to cut the veins ahead in ore and, in any event, they will be ready for development later.

No review of our operations would be even moderately complete without a reference to our superintendent, Mr. Lloyd C. White has shown himself tireless in attention to his duties and entirely competent. It is largely due to his care and ability that the costs have been kept down to what I consider a very low figure and that not a single accident of consequence has happened to any employees since the work began.

Yours truly,
W. J. ELMENDORF,
Manager.

Three Mighty Forces Close Linked

Have you ever noted how an audience yawns in the face of an uninspired speaker?

On the other hand, have you noted how an audience will lean forward and grasp the chair arms when the speaker reveals enthusiasm?

Enthusiasm is the buoyant expression of truth. To impart belief in anything, a man must believe it deeply himself. We call such a man an enthusiast.

This applies to the written word also --- particularly to advertisements. When the manufacturer really believes in his wares, his enthusiasm will almost inevitably find expression in Advertising. And enthusiasm will be contagious---his audience---the readers of the newspaper---will, figuratively speaking, "lean forward and listen intently."

To be convincing an advertisement must convey an unmistakable impression of enthusiasm. This it will only do when the article advertised has inherent worth.

Thus we have:

Sincerity -- Enthusiasm -- Advertising:
Three mighty forces, close-linked.

If you are doing a local business talk over your advertising problems with the Advertising Department of this newspaper. If you are doing a provincial or national business it would be well for you to have the counsel and assistance of a good advertising agency. A list of these will be furnished, without cost or obligation, by the Secretary of Canadian Press Association, Room 503, Lumsden Building, Toronto.

Land District--District of Coast, Range 4.
Notice that Elbert M. Morgan, of Rupert, B. C., occupation prospector, intends to apply for permission to prospect the following described lands: Beginning at a post planted on the shore of Banks Island, opposite Mink Bay, and situated two (2) miles and three (3) chains more or less and one (1) mile and seventy-one chains more or less west of A. L. and sixteen (16) chains more or less (3) miles and forty-eight (48) chains west of Green Top thence west twenty (20) chains, north forty (40) chains, thence twenty (20) chains more or less to shore of Prince Channel, thence, following the shore southerly to point of commencement, containing eighty (80) acres or less.

ELBERT M. MORGAN,
27th October, 1913,
Nov. 17, 1913-Jan. 12, 1914.

Land District--District of Coast, Range V.
Notice that Herbert W. Lees, of Bon, Alberta, occupation gentleman, intends to apply for permission to prospect the following described lands: Beginning at a post planted on the east corner of a bay a little to the west of Skiash Bay, Stephens Island, thence north and adjacent to the shore to purchase lot of L. R. W. thence north twenty chains, thence twenty chains, thence south twenty chains, thence east twenty chains following the shore line to the point of commencement, containing forty acres or less.

HERBERT W. LEES,
Per His Agent, L. R. W. Beavis,
24 October 21th, 1913,
Nov. 10, 1913-Jan. 9, 1914.

Land District--District of Coast, Range V.
Notice that Hume Cronyn, of Ontario, occupation manager of a company, intends to apply for permission to purchase the following described lands: Beginning at a post planted at the east corner of Lot 1968, thence 80 chains, west 80 chains, north 50 chains, east 50 chains to point of commencement, containing 640 acres more or less.

HUME CRONYN,
25th November 1913,
Dec. 15-Feb. 9, 1914.

Church Services-

FIRST PRESBYTERIAN CHURCH
Services every Sunday in the Church Hall at 11 a.m. and Empress Theatre at 7.30 p.m. Sunday School at 2.30 p.m. Holy Communion at 10.30 a.m. Pastor F. W. KEER, M.A.

THE FIRST BAPTIST CHURCH
209 YOUNG AND FIFTH AVE.
Services every Sunday at 11 a.m. and 7.30 p.m. Bible Class at 2.30 p.m. Pastor W. W. WRIGHT, B.A.

THE FIRST METHODIST CHURCH
SIXTH AVE. AND MURRAY PLACE
Services every Sunday at 11 a.m. and 7.30 p.m. Sunday School at 2.30 p.m. Pastor MR. DIMMICK

ST. ANDREW'S ANGLICAN CHURCH
5th Ave. and Dunsmuir Place
Morning prayer, 11. Evening prayer, 7.30. Sunday School, 2.30 p.m. Holy Communion, 1st Sunday of month, at 11 a.m., and third Sunday at 8 a.m. Rector REV. G. A. RIX

THE SALVATION ARMY CITADEL
Granville Court
Sunday services at 11 a.m., 3 and 8 p.m. Sunday School, 2.30 p.m. Week night services Monday, Wednesday, Thursday and Saturday.

CHRISTIAN SCIENCE MEETINGS
Held in Hays Bldg, 245 2nd Ave.
Sunday services 7.30 p.m. Sunday school meets 2.30 p.m. Testimony meetings Wednesdays at 8 p.m. Reading room is open every day except Sundays and legal holidays from 3 to 5 p.m.

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Henry Birks & Sons, Ltd.

Thank their many out-of-town Customers for their splendid patronage during the past year. Looking backward from the threshold of 1914 we cannot but congratulate ourselves on the splendid increase of our out-of-town business during 1913. Therefore, on account of the staunch support and this display of confidence in our service, we must thank our many out-of-town friends for their patronage during the past year. We do not claim that our service is perfect beyond mistakes, for where so many hands are employed small errors in despatching orders are bound to occur. These, however, when brought to our notice, are rectified with the utmost haste and care, while we are particular that our customer shall suffer no loss. We trust that each of our customers will interpret this message as directed to them personally. To all we send sincere wishes for a happy New Year.

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Summer is over and the Fall trade has begun. To get your share you must have some sort of printed matter---a circular, folder, booklet or catalogue. Be sure to have that work done properly. You would not send out a shabby salesman to represent you; then don't make the mistake of sending out a poorly printed circular or booklet. We are QUALITY PRINTERS and can produce a piece of printed matter that you would be proud of and which will get results. Try us. Phone 98.

THE DAILY NEWS

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