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News of the Mines

AROUND PRINCE RUPERT

Rocher de Boule and Delta to Merge and Operate;
Copper and Galena in Kitimaat District;
Hixon Creek Gravels Change Hands

It is reported that the Rocher de Boule mine, near New Hazelton, may resume operations next spring on a larger scale than has ever been attempted in the past. The possibility of amalgamating with the Delta property is said to be favorable, much more so, indeed, than at any time in the past. Should the amalgamation be consummated, it is said that the future would be bright for successful operation of the two properties. Merging of the operation of these two Rocher de Boule properties has long been mooted, but this is the first intimation that success may attend efforts with that end in view.

Though there have been outstanding developments during the past two or three years in that area, it is predicted that the Babine mining district may attract even greater attention during the next few years. In fact, some of the biggest producing mines in this part of the province will, it is declared, be probably developed in the Babines. There is a movement on foot to have the trail into the Babine district from New Hazelton improved and extended.

Cesaro Venanzio and Louis Decaire have made some interesting strikes during the past season in the Kitimaat district down the coast from here. One discovery was of copper on which a shaft has been sunk for fourteen feet and a vein exposed for fifty feet in width from the hanging wall, the foot-wall not yet being reached. An open cut twelve feet or so long has also been made, heavy rains finally driving the prospectors out and making necessary the abandonment of work until next spring. An assay of the ore gave returns of 7.9 per cent copper, 30 ounces in silver and a trace of gold. There are nine claims in the group and enough money has been arranged for to carry on prospecting next spring. A galena group contains four claims and is known as the Decaire group. Not much work has been done on it, but assays run 15.6 ounces of silver, 20% lead and 5.2% zinc.

A carload of concentrates a week continues to be shipped from the Silver Cup mine near Hazelton to the Trail smelter. Road conditions at present are not very good but frost should soon put them in satisfactory shape again.

Northern British Columbia will figure prominently in the meeting of the B. C. division of the Canadian Institute of Mining & Metallurgy at Vancouver next week. Van J. Smith will speak of "Duthie Mill and Mining Practice" and Prof. J. M. Turnbull will give a paper dealing with the development of the Owen Lake mine. Dale L. Pitt, manager of the Premier Gold Mining Co., will be heard in connection with aerial tramway construction and Government Agent C. L. Monroe of Prince Rupert will give a review of placer mining in the Atlin district.

Extensive placer equipment taken some years ago into the Ingenika country by a company of which George W. Otterson is the principal may be located on Jamieson Lake. This was not the ground it was originally planned to work, but those interested in the enterprise will have the equipment taken there this winter and, if testing continues to be satisfactory, it will be set up there next season. Though there have been considerable difficulties since the outfit started north from Vanderhoof three winters ago, it now looks as if it will be actually used in the production of placer gold.

Brian Briscoe and associates of Prince George have disposed of mineral holdings consisting of fourteen claims, including four miles of creek bed on Hixon Creek, near Prince George, to the Permanent Finance Co. of Vancouver. Terms of the deal give the holders of the claims a large block of stock in the golden Reward Placer Ltd., to be organized by Permanent Finance and royalties upon the gold recovered to the amount of \$50,000. Owners of the Hixon Creek properties have been negotiating for some time with the Permanent Finance

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with a view to the taking over of their holdings and a few days ago representatives of that concern examined and sampled the gravels of the creek, reporting themselves to be highly pleased with the result of same. Work is being started at once in the manufacture of flumes with a view to making a start at washing in the spring. The program of development calls for getting down to bed rock on the creek and moving all the material by water and gravity. The necessary pipe will be shipped in from the coast during the winter and the penstock installed early in the spring. Properties of the Golden Reward Placer Ltd. will include, not only the Hixon Creek holdings, but also two other hydraulic properties on Lightning Creek in the vicinity of Stanley which are said to be ready for operation in the spring. While the initial cost of opening up the Hixon Creek gravels will be heavy, representatives of the company express themselves as being confident of success.

ENGINEERS FROWN UPON A MINIMUM

Fear That Action by Minimum
Wage Board Might Have Effect of Lowering Rate

That the local engineers are opposed to coming under the minimum wage law, fearing that it may tend to lower the standard of wages in the district, developed at the meeting Saturday night in the Court House with the Minimum Wage Board, J. D. McNiven, deputy minister of labor, George H. Cowan, K.C., and Adam Bell of Revelstoke being present.

The board came here to inquire into the need of a minimum wage being set in connection with the engineers, the taxi drivers and the warehouse employees.

It developed from the evidence that conditions in the two first-mentioned classes are better in Prince Rupert than in Vancouver, but nobody seemed to know much about the warehouse men except that the Cold Storage plant employees had their own union and conditions there were above complaint.

There was a strong delegation from the Trades and Labor Council present, including President S. D. Macdonald, James Black, Alderman Rudderham, W. H. Derry and James Campbell, employment officer. Several others represented individual trades.

There was a general conversation in regard to the engineers. Mr. Black said they were well organized here in the high power section, but not so well in connection with those attending heating plants, mostly fourth-class men. Some of the fourth-class men were working on the engines, derricks, steam shovels and similar machines and were well paid, getting as high as eight or nine dollars a day. The canneries also paid the union wage, but there might be a few isolated sawmills that paid less and could not be controlled owing to being so far away from any centre. Among the worst offenders was the Provincial Government.

Mr. Black said he would prefer not to come under the minimum law, as he feared it might have a tendency to lower the standard. In connection with those employed in connection with steam furnaces, Alderman Rudderham and Mr. Derry agreed that while some were paid well others were not. Some of the men took charge of several plants, and while there was some exception to this, they managed to get a sufficient wage. The schools paid \$150 a month, but there was also janitor work to be done.

It was decided that the members of the local organization should inquire further into the condition of the low power engineers and report in writing to the board.

A delegate from the Seal Cove mill reported that the engineers there were getting a satisfactory wage. They had all year around employment, which was a decided advantage.

Mr. Macdonald thought the unions should be strong enough to control the situation. Setting a minimum rate had a tendency to bring down the whole rate.

An article by F. L. Stephenson, an early day resident of the north, in the magazine section of this week's Vancouver Sunday Province tells in an interesting manner of the early days of the halibut fishing industry on this coast. Illustrations include a picture of a large fleet of boats awaiting sale at Prince Rupert.



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LETTER TO VANCOUVER

Board of Trade of Southern City
Asks To Co-operate
With Rupert

George Bushby, acting on behalf of the Prince Rupert-Peace River Outlet Association, has sent the following letter to the Vancouver Board of Trade:

The President and Members, Vancouver Board of Trade:
Dear Mr. Woodward.—As a former resident for 19 years in Vancouver, and as one who has taken no inconsiderable part in the activities of the city, may I be permitted to express myself on the matter of the Peace River to coast outlet.

Possibly the citizens of Prince Rupert and the people who have settled along the Canadian National Railways and who are striving to build up towns along the line may appear to be over-anxious and, to some extent, impertunate in pressing their claim for a coast outlet at Prince Rupert. If your members will permit their minds to dwell upon the conditions and promises upon which these people decided to settle in this part of British Columbia, if they will try to realize the former hopes and prospects of these people, there will be found ample explanation for their anxiety to secure the Pacific coast outlet from Peace River to the port of Prince Rupert.

Peace River is not alone affected; every person from Red Pass Junction to Prince Rupert is vitally affected.

The prospects held out to these people must be considered. The construction of a transcontinental railway; the establishment of a port closer to the Orient than any other port on the Pacific coast, and only 260 miles further from the Panama Canal than Vancouver when using Hecla Straits, the logical route from the south; the prospect of this port being the place where a railway with the easiest grade on the continent would meet trans-Pacific and Alaska shipping; the great agricultural, mineral and timber country to be traversed by the new railway; the opportunity of settling and growing up in the midst of the last great western development; the wonderful fisheries of this district; was it surprising that these people should rush to grasp this opportunity and that they should pay heavy prices for urban and agricultural lands?

But what happened? First, came the death of Mr. Hays, the man of the hour, who held the destiny of the railway and the plans for its development solely in his grasp, leaving the vast scheme in hands incapable of carrying out his policies. Then came the great war, when these people found themselves forced to realize that their dreams had been shattered. They were financially involved to the limit of their resources so must perforce make the best of their unfortunate position, and wait.

Then came chaos in the attempt to operate two rival rail roads which had fallen into the hands of the government. Finally these roads have been welded together and placed under sound business management and at last belated opportunity comes knocking at the doors of the northern people in the form of the Pacific coast outlet from the fruitful Peace River country, with the promise of prosperity all along the line from the Peace to Prince Rupert.

I will not describe how a joint committee recently inspected the Peace River area; how the southern members found a wonderful new land teeming with possibilities and already well on the way to settlement; knowledge which we in the north have possessed for many years; you know how the northern delegates pressed forward their claims for the northern outlet. And can they be blamed? This is their long-awaited opportunity.

At a luncheon in Vancouver on November 4 we gathered, from the general remarks of the speakers, that Vancouver intends to put forth every effort to secure the actual outlet for Vancouver.

Can it be wondered at if we, in Prince Rupert, at our "On To The Peace" dinner on November 6, having read the open avowal of one speaker at your luncheon, for the telegraph brings us very close together, should also take heart and speak straight to the point in our demand for the outlet here? It was gratifying, Mr. Woodward,



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to read your most temperate and broad method of placing the matter before the Prime Minister, and your action will have the effect of removing much of the sting caused by the general tone of the words spoken at your luncheon on November 4.

Setting aside all contentious matter, is it wise to antagonize these people? Would not Vancouver, in the final outcome, benefit by doing all in her power to make friends of these northern folk, to assist them in building up a great community directly tributary to the financial, manufacturing and wholesale interests of Vancouver?

Why not try to create an active, virile people, grateful to Vancouver for assistance rendered, proud of Vancouver as the great Pacific port, all working together to develop the Pacific coast of Canada.

heads of governments and the railways to secure the Peace River outlet for the port of Prince Rupert.

Yours very sincerely,
GEORGE G. BUSHBY.

Deer Shooting in Western District Has Been Extended

On the representations principally of farmers who state that considerable damage has been done to their crops by the animals because so few have been shot so far this fall on account of dry weather conditions, the deer shooting season in the western district which was scheduled to close on November 30, has been extended to December 15. It is announced by Attorney-General R. H. Pooley. The western game district includes all mainland territory west of the Cascade Mountains.