

fired a warning signal of four bells is given the engineer working the hoist. He responds by raising and lowering the cage a few feet to show the men below that he is alert and at his post. As a rule, not less than two men stay below to fire the blast. The fuses, being lit, the men hasten to the cage, give one sharp ring, and are immediately hoisted to the surface. After the engineer has responded to the blast-signal, he pays no attention to any other signals he may receive, nor leaves his post for any reason whatever until he has hoisted the men to the surface.

The blast being fired, and the smoke having cleared away sufficiently, the rock (or "muck," to again use a miner's term) is shovelled into cars by the muckers. They, also, in narrow tunnels, work in pairs, using long-handled shovels, having about two feet sawn off the handle. The cars run on light steel rails, along which they are hoisted to the top.

The scene underground is weird, impressive, and to the unaccustomed, not a little awesome. The darkness and gloom, which the dim, flickering lights of the candles seem but to intensify, the moving figures of the men, seen faintly, grotesquely and as if at a distance, or coming suddenly into view out of the inky blackness, the heavy, stale odour of powder smoke, the jig, jig of the drills pounding against the rock, the drip of the water, and occasionally the deep, dull boom of a blast in some distant part of the mine, make up a combination of scene and sound that keeps the senses strained and the mind alert and anxious. This uneasiness, however, soon passes away, and becoming accustomed to the surroundings, one works on, heedless of danger, and as much at home as if working on top in the light of day.

The illustrations in this article give the reader an excellent idea of the sort of country in which copper-mining is carried on in

British Columbia. The first shows an ore train from the Le Roi mine on its way to the smelter at North Pool, in Washington State, a distance of seventeen miles. Each car contains thirty tons of ore, and there are twelve of them. The "Le Roi" is one of the best equipped and most scientifically worked mines in America. It is at present being worked at a depth of 1000 feet, but it is equipped with hoisting gear capable of raising ore 3000 feet. The mine has already been prospected to that depth, and contains immense deposits of copper and gold ores. This is the mine which has been the subject of so much discussion lately in London in connection with the affairs of Whitaker Wright and the London and Globe Finance Corporation.

The building on the ridge of the hill, in the background, is the "War Eagle" hoist, and the Red Mountain shows up prominently.

The second illustration is a view of the Phoenix mining township in British Columbia. It shows the "Old Ironsides" and "Knob Hill" mines. These are comparatively undeveloped properties, but are, perhaps, the biggest copper-mining propositions in Canada. The whole mountain on which they are situated appears to carry value, low-grade copper ore running all through it. Besides the underground workings there is a large, open quarry on the side of the mountain, all the rock from which is sent to the smelter for treatment.

Phoenix bears special interest as being the only place in Canada where the miners absolutely refuse to allow Chinese or Japs to enter. It is about 4000 feet above sea level.

The third illustration gives another view of Phoenix, showing the "Brooklyn" and "Stemwinder" mines. A rather prominent building in the centre is the office of the "Phoenix Pioneer," the local weekly newspaper.