however, of a more artificial character. The enormous increase in the production of lead in the United States has lead to the formation of an iron-bound trust to regulate and if necessary to restrict that production. It must be quite clear that if there were a large number of competitive agencies at work in the United States in the purchase of lead ore and the manufacture of pig lead, and if at the same time the production was increasing in excess of the home demand that the price of lead in the United States would soon be regulated by the surplus which had to be exported or in other words would fall to the London price of lead. This the American Smelting and Refining company has been consolidated to prevent. Whether it can do so or not is a question rather beyond the scope of this article. But, certainly before it is proved that it cannot, the American Smelting and Refining company can exert a very potent and disastrous influence on the development of the silver-lead mining industry. Naturally its first point of attack in endeavouring to regulate the industry in North America would be those districts on which the United States was formerly dependent for supplies of crude lead ore. It was absolutely necessary, for the reasons given in the forepart of this article, that the price of lead should be marked down against British Columbia producers of lead ore, that the basis of payment should be transferred from the New York to the London price: and it was also essential for the furtherance of the policy marked out for itself by the American Smelting and Refining company that the cost of treatment should be marked up. But the very fact that this has been done, while it subjects silver-lead mining to a double discrimination in this Province, provides a further inducement for the establishment of the smelting and refining industry on Canadian soil. The question of competing against a trust is merely a question of owning the sources of the raw material, being able to reach the market, and procuring the capital necessary to extract the raw material and manufacture it. But of these three factors the first is by far the most important. In British Columbia we own a silver-lead producing area beside which the whole similar area in the United States sinks into absolute insignificance. British Columbia may be a rugged and mountainous country, but it is not wise to forget that these mountains contain the most numerous and largest deposits of the precious and base metals known in the world.

Emancipated from the hampering conditions imposed on their development by the exigencies of an American corporation and possessed of ready access to the market of the world it is much more likely in the event that the silver-lead mines of British Columbia will dominate the American Smelting and Refining company, than that the American Smelting and Refining company will dominate the silver-lead mines of British Columbia.

The issue of the Greenwood *Miner* dated the 11th of May, contains a most admirable review of the mining development of the Boundary district during the past

twelve months. After reviewing the conditions which have so far restricted development, particularly the inadequate equipment of many of the mines with machinery, due to the difficulty of getting heavy machinery into

the district before the advent of the railway and the limited amount of outside capital invested in the district, the writer goes on to say: "The prospects for early improvement are, however, very encouraging. With

transportation and ore reduction needs largely provided for, several of the mines settled down upon a producing basis and so encouraging the further expenditure of capital for their adequate equipment and more extensive operation, the contemplated early resumption of work on properties that have been closed down and the general local experience, that values improve with depth, the outlook is becoming increasingly satisfactory." Doubtless this forward view is justified by the large extent of still undeveloped, or only partially developed, mineral territory in the Boundary district. But it should not be taken as implying that results, so far, have not been most satisfactory. The last twelve months have seen two smelters placed in successful operation and 216,568 tons of ore mined and treated, of which 97,593 tons were mined during 1900 and 100,954 tons during the first four months of 1901. Here surely is progress enough to satisfy the most exacting.

The review under consideration takes up the various camps in the district and gives in detail the amount of work done on each of the principal mines and the machinery with which they are equipped. In this we have not space to follow it here, but the following summary of the dead work done in the Boundary district is interesting in itself and a monument to the painstaking assiduity with which the figures have been compiled:

Camp.																					1	F	e	e	t	C	of		V	V	ork.
Greenwood							٠																							2	4,449
Deadwood.																														1	5,102
Summit		. ,				÷									,									,							9,997
Central									,		,							×						,							7,739
Wellington .											,																	×		-	6,581
Long Lake														. ,																	3,176
Smith's																															1,650
Skylark and		F	ľ	10) 1	vi	d	le	1	16	26	٠.																			2,000
Prospecting	-	11	16	d	•	0	tl	10	e	r	٧	V	0	r	k																5,000
Total						,				,	. ,																			7	5,694

Over 12 miles of underground exploration have been accomplished in the Boundary district, the greater portion of it done at the greatest possible expense and under very severe difficulties from lack of transportation facilities. Now that it is stimulated by returns the work of development will go forward much more rapidly than before. The figures given in the review with reference to the successful establishment of the smelting industry are most interesting:

Last August, at Grand Forks, the Granby company started its first furnace and in October its second furnace was "blown in." The quantity of ore treated at this smelter to April 30th, is 136,453 tons. The British