

camp in the Kootenay. There are no less than half a dozen good mines in active operation in that camp, and what I saw there in the short time I had at my disposal led me to believe it was true.

Another strange place is Rossland—truly a queer place. No doubt you have seen descriptions of it, and I shall not attempt one. But what particularly impressed me when I walked up the hill to the main street was the number of idle persons loitering around the street corners and saloons of the town. One would think, looking at the crowds, that he was in a city of forty or fifty thousand people. Upon enquiry as to the cause of this, I was told that in addition to the large number of loafers and hangers-on that are usually to be found about a mining camp, there were a good many people at Rossland who would be glad to work if they could get work to do. The trouble in many instances is that the shares sold in Toronto and elsewhere last winter at 10, 15, and 20 cents, did not net the promoters of some of the companies what they expected to enable them to work their claims. Consequently, the development work that had been going on in the spring had in many instances stopped or nearly stopped for want of funds. When properties are valuable or promise well they will no doubt pass into other hands in due course, and reorganization take place with additional capital. There are quite a number of paying and shipping mines in this camp, and there are also a number of good ones piling up their ore on the dump.

It was late in the evening when I arrived at Kaslo, and having left it by the first train in the morning, I cannot say, of my own knowledge, much about it, although there are undoubtedly some good mines there also.

I have not caught the mining fever, and have no desire to be a big holder of mining shares. At the same time, I am sure that the possibilities of this part of Canada are great. There must still be hundreds of prospects that will prove to be great mines as soon as the necessary capital can be obtained to develop and work them. The banks are receiving daily considerable sums for investment, and much of this money is coming in from abroad.

It should be added that the Pacific Railway Company is giving the district a good steamboat and railway service. In order to reach Kootenay from this point one must take the C.P.R. train to Arrow Head, which is at the north end of Upper Arrow Lake; then one of the company's steamers down the Arrow Lakes, and the Columbia River, to Trail, thence over the narrow gauge railway, built by Mr. Heintze, which climbs something over 2,000 feet in twelve miles, and thus you reach Rossland, on the side of Red Mountain. Returning, you come down to Trail, which is not more than six miles distant, as the crow flies, and take the C.P.R. steamer up the Columbia River to Robson.

If one desires a change of route and scenery he can take the train by C.P.R. to Nelson, and from there go by either the International Navigation & Trading Co.'s boats, or a C.P.R. boat up the Kootenay Lake and River, past Pilot Bay, to Kaslo. From there he may continue his journey through the mountains over the Kaslo and Slocan Railway, to Sandon. From Sandon he must travel by the C.P.R. to Nakusp, on Upper Arrow Lake, where he again boards one of the company's steamers up Arrow Lake and Columbia River, and on by train back to the starting point, Revelstoke. The grade on some of these narrow-gauge roads runs as high as $4\frac{1}{2}$ feet to the hundred. After leaving Sandon one descends the mountains for four and a half miles on an average grade of 4.07 per cent., and I am told that the Trail road is still more steep. My recollections of the trip will be lasting; the scenery is so beautiful and there is so much that is interesting, and novel, too.

I learn that the Waverly Mining Company, whose mining lands are situated on the north fork of the Illecillewaet River, in British Columbia, have given McDermott & Ross a contract to build a wagon road into their property, a distance of twenty-five miles from the C.P.R. track.

At Revelstoke, the Kootenay Smelting and Trading Co., apparently for the purpose of securing a large amount of town property, built a smelting furnace, and after running through a few thousand tons of ore closed down the works and have never moved their machinery. This was a concern of an English proprietary.

The Smelting Company at Trail is supplied with all the ore that it can possibly handle, and might have ten times as much if the work could be done at a reasonable rate. What the mining

companies badly need, especially about Rossland, is lower freight and smelting charges. These secured they will be able to use much of their low-grade ores, which are, under existing circumstances, useless piles of riches, and remain "on the dump" simply because, in the present state of things, it does not pay to handle them.

Revelstoke, B.C., July 29th, 1897.

E. T.

A CONFERENCE ON THE WOOD PULP TRADE.

A gathering of Quebec and Ontario manufacturers was held in Montreal this week and a conference was arranged between them and several members of the Quebec Government. The deputation consisted of Mr. John Forman, president of the Pulp Manufacturers' Association; Mr. John McFarlane, of the Canada Paper Company; Mr. W. H. Rowley, of the E. B. Eddy Manufacturing Company; Mr. J. C. Smith, of the Toronto Paper Company; Mr. F. H. Clark, of the Sault Ste. Marie Paper Company; Mr. John R. Barber, of Georgetown, Ont., and Mr. A. Saucier, of the Maskinonge Paper Company. There were also represented by letter and personally the Laurentide Pulp Company, of Montreal; Mr. James Davy, of Merriton, Ont.; Mr. Florentin Savey, of Riviere du Loup, Que.; Messrs. Hamlin and Ayers, Lachute; the Thompson Paper Company, of Newburg, Ont.; the Acadia Paper Company, of Halifax, Nova Scotia.

The meeting considered the position of the Canadian pulp trade, in view of changed conditions brought about by the new American tariff, and by the enormously increased exportation of pulpwood in saw-logs and cordwood in different forms to the United States from Canada. The members of this and allied trades have had different interviews with the Federal Government during the last year, and asked for duties varying from \$2 to \$4 per cord, or its equivalent, and in view of the recent resolution by which the Federal Government was empowered to impose this export duty, it was thought best to await the return of Sir Wilfrid Laurier to ascertain definitely the intentions of the Government in regard to this matter. In the meantime the deputation asked the Provincial Government to lower the stumpage dues from 35 cents per cord of a hundred and twenty-eight cubic feet to 25 cents per cord. The Ministers promised to take the matter into their earnest consideration, but no definite answer could be given at the moment, because the proposition would affect the revenue from Crown lands.

"GIFT HORSES," AND SO FORTH.

A gift of twenty-four horses taken over by the men of our North-West Mounted Police at the time of the Jubilee Celebration has been offered by the Canadian Premier to the British Government, and has been accepted, "with thanks." This is generous and graceful of Sir W. Laurier and quite proper; we are glad of its acceptance. But in the announcement made in a Canadian paper of the proceeding, we find it stated that "the Government were informed that a large quantity of similar horses could be obtained [in Canada], if they are found to be suitable for war purposes. This, it is expected, will lead to a greater demand for horses of this character than there has before been." This smacks of business, not compliment. But it is only a year or two since English army officers came to Canada in search of cavalry and artillery horses, and all they could find in Ontario to suit them was some thirty; the remainder were not of the right shape—or something of the kind. Does our Premier expect to convince the War Office by a practical object lesson [that our horses are the correct thing? We wish him luck. Still, it seems almost a pity to have a commercial aspect given to what looked, at first blush, like a gracious gift. There is danger that our horses may be looked in the mouth if either the Colonial Office or the War Office catches on to the notion that we are making merchandise of our compliments.

MASSACHUSETTS MUTUAL BENEFIT LIFE.

For the sake of the many in Canada who are interested and anxious to know what they have to expect as policy-holders of this company, we shall continue to give what information comes to us from time to time about it. On Saturday last Mr. Augustus F. Harvey, actuary of the Missouri State Insurance Department, and James D. Lewis, of the same, who have been investigating the affairs of the Massachusetts Benefit Life Association, made public their report in Boston. Besides showing the financial condition of the association, the report finds