

The Mining Record.

Vol. V.

SEPTEMBER, 1899.

No. 9.

BRITISH COLUMBIA MINING RECORD

Devoted to the Mining Interests of British Columbia.

PUBLISHED BY

The Mining Record Limited Liability.

ADVERTISING RATES ON APPLICATION.

H. MORTIMER LAMB, Managing Editor.

London Office : 24 Coleman Street, E.C.

Vancouver Branch Office : I. G. Ure, No. 2 Arcade.

Montreal : Gray's Agency.

Denver, Col. : National Advertising Co.

San Francisco : Duke's Agency.

SUBSCRIPTION TERMS:

Canada and the United States, one year - - \$2.00

Great Britain and Foreign, " " - - 2.50

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IN a valuable paper, of which we have received a revised copy, recently contributed to the Institution of Mining and Metallurgy, Mr. J. D. Kendall, whose eminence as a mining engineer is too well recognized to need remark here, treats in a

SILVER-LEAD very exhaustive and interesting
MINING fashion on the subject of the silver-
IN THE SLOCAN. lead deposits of the Slocan district.

The value attaching to this paper at the present time is two-fold, for apart from its great scientific and technical interest, the information contained therein concerning the wealth of the Slocan region, will, we think, do much to moderate the prejudice still existing among mining men and capitalists in London against silver-lead mining in this part of the world.

The silver-lead mining industry in the Slocan, as Mr. Kendall points out, is yet in its infancy, but the developments have been quite sufficient to justify his authoritative opinion that British Columbia will, in the near future, "become, in all probability one of the most important producers of silver-lead ore in the world, if indeed it will not occupy the first position." At present Canada, according to that excellent statistical work, the "Mineral Industry," ranks about sixth in the list of lead-producing countries, but her production as compared with that of Spain, of Germany, of the United States, or even of Mexico, is very insignificant, and the fulfilment of Mr. Kendall's prediction as to the future rapid expansion of the industry would seem at first sight sufficiently remote. The production of lead from the Slocan for the past seven or eight years, makes, however, taking all things into consideration, a most satisfactory showing, and it is quite easy on closer examination to

understand how under more favourable conditions of transport, treatment and market, the silver-lead industry of British Columbia could, in a relatively short space of time, attain to a position of very much greater importance than it at present occupies. Of the possibilities in this direction we have already had some demonstration in the remarkable increased output of silver-lead ore for each succeeding year from 1892 to 1897. In 1892 ore was transported from the White-water and also from two or three silver-lead properties near Sandon (on horseback) a distance of 17 miles, at costs ranging from \$40 to \$45 per ton; to this was added the further charge of approximately \$20 per ton for the carriage of the ore by boat and rail to smelters in the United States. In this year 808,420 pounds of lead and 77,160 oz. of silver only, represented the output from the Slocan mines. Two years later, in 1894, the Nakusp and Slocan Railway was opened as far as Three Forks, and the production increased to 5,662,523 pounds of lead and 746,379 oz. of silver. Again, in 1895, the Kaslo & Slocan Railway was built and the Nakusp & Slocan line extended to Sandon, thus affording the mines of the district transportation facilities over three great railway systems, and reducing the cost of ore carriage \$20 per ton. The result of those developments was the production in 1895 of 16,475,464 lbs. of lead and 1,496,522 oz. of silver—a truly noteworthy gain. In 1896 and 1897 the output continued to show an increase, but hardly in so marked a ratio; and in 1898, owing to the unfavourable conditions prevailing in our only market, that of the United States, the production, for the first time in five years, fell away. From these statistics the following facts, we think, can be deduced: 1st. That moderate as were the advantages afforded the Slocan miners by the construction of the railway lines connecting with the great trans-continental systems—moderate, in the sense that even under prevailing conditions the cost of haulage to the American smelters is still very great—the effect was sufficient to establish silver-lead mining in the Slocan as an industry. 2nd. That after the first start had been made, as evinced by the increased production of the three years following the opening of the railways, a still further impetus was needed to carry the industry forward at an equal rate of progression. 3rd. That until this additional stimulation is provided, the conditions cannot be regarded as favourable to any very remarkable expansion of the industry. The impetus the lead mining industry of this country now requires must follow the successful solution of the problem involving the reduction of freight and treatment costs by the smelting and refining of our lead ores in Canada, and the marketing of our surplus production under better trade auspices than through United States channels. As we have previously mentioned the early establishment of a refinery by the Canadian Pacific Railway Company is already con-