

large body of stockholders were he not to point out to them the great sacrifice the abandonment of their smelter, as may be contemplated, would involve.

Similarly, he should be commended for objecting to the inclusion at a high valuation of the Rossland Power Co.'s concentrator at Trail. The utility of these works should first be fully demonstrated before their acquirement be even thought of. Thus far they have failed entirely to demonstrate their suitability for the purpose for which they were designed, and it is for the Centre Star and War Eagle companies, which control them, to first make them efficient before requiring that they be taken over at anything like cost.

Then there is the proposal to acquire undeveloped coal lands. If Mr. McMillan's objections that these would not bring advantage to the consolidated company, but, on the contrary, their development would tend to the dissipation of its financial resources, be well taken, they should be carefully considered. It is known that the available supply of coal in parts of the Crow's Nest region already having railway transportation facilities is far in excess of the demand, so the advantage of undertaking the development of other coal fields not similarly situated may well be regarded as problematical.

All these matters are subjects for exhaustive enquiry, and serious deliberation, since permanent advantage can only be secured by such procedure. The eventual influence for good or evil such a consolidation as that contemplated would be great, so no mistake should be made. It were far better to continue as at present, than to arrange a consolidation so weighted down by excessive valuations and unproductive enterprises that final disaster might be inevitable. What is required for the rehabilitation of the mining industry of British Columbia in the eyes of British investors is profitable results. These can best be provided for by cautious and deliberate action after mature consideration shall have been given to all reasonable representations, against as well as for separate units of the whole proposed undertaking. More than one highly-prized reputation will be either enhanced or shattered by the success or failure of this consolidation, if resolved upon, so it may be well for those it will affect to weigh carefully the opposition offered to their proposals, and not be altogether carried away by the representations of those having other interests to conserve.

KAMLOOPS DISTRICT IN 1904.

(From Report of G. C. Tunstall, Gold Commissioner.)

FROM the report for 1904 of Mr. G. C. Tunstall, gold commissioner for Kamloops district, which includes the Kamloops, Ashcroft, Similkameen and Yale mining divisions, brief excerpts have been made, as under:

The lack of capital in this district still acts as a formidable obstacle to the opening of the mineral locations, which, in many instances, exhibit large bodies of ore. In the Jacko lake section, about 6

miles south of Kamloops, there are deposits of chalcopyrite on the Kimberley, Monte Carlo, Wheel Tamar and other claims, exposed by shafts and open cuts. On other portions of Coal hill similar results are visible, and claim-owners have firm confidence in their holdings.

The Glen Iron Mining Co.'s property has lain idle for some time. Its output was formerly used for fluxing purposes by the Nelson smelter until a more convenient source of supply was discovered. The Cinnabar mines, north of Kamloops lake, have not been worked recently.

The operations of the Kamloops Coal Development Co. are looked upon with deep interest, as the discovery of a suitable seam would have an important bearing on the mining interests of the district, and would enable the working of low-grade ores which cannot bear the expense of transportation to distant points for treatment. The same remarks apply to the discovery of coal at Enderby, where a large seam of coal is believed to exist, about 5 miles north of that town, at an elevation of about 1,100 ft. above the railway track. This may lead to the resumption of navigation between Enderby and Kamloops. This distance from Enderby to Kamloops is 110 miles, and transportation can be effected by water at a comparatively small cost, but has been discontinued since railway construction.

Kamloops Mining Division.—The Iron Mask group at Coal Hill consists of 7 claims, of which the Iron Mask is the principal location. Development on this property has been systematically prosecuted by Capt. Argall, and the shipping stage was reached last autumn, after the completion of the 100-ton concentrator. Several experiments were made before the results were considered satisfactory, and the changes effected have rendered it thoroughly efficient. Preparations are now being made to enlarge its capacity to 200 tons a day, to accommodate a larger output next season as the different levels show up large bodies of shipping ore. The average gross value of the shipping ore is from \$30 to \$35 per ton, which includes from \$2.40 to \$4 in gold. Transportation to the railway track is effected by a 100-h.p. traction engine, capable of drawing 30 tons. An excellent wagon road, 4 miles long, with comparatively easy grades, was completed last summer and macadamised to meet the requirements of heavy traffic. Favourable arrangements have been made with the Trail smelter in regard to freight and treatment, in consequence of the ore, in common with the mineral deposits of Coal hill, being of a fluxing character, and, therefore, in demand for smelting purposes. The average number of men employed last summer was 65 although a larger number was occasionally engaged. Every facility is supplied for their comfort in a boarding-house capable of accommodating 100 persons. The ore shipments amounted to 975 tons.

A local company, known as the Kamloops Coal Development Co., started work late last fall, and sank a shaft through sandstone a depth of 380 ft. at a point several hundred yards east of the old Guerin tunnel on the creek running through what was formerly call-