

\$12.50 a ton. Mr. Hawkins, the managing director of the railway, is extremely sanguine with regard to the copper possibilities of the White Horse district of the Yukon, which he believes will add considerably to the already large returns of the railroad.

Mr. James Dunsmuir has publicly announced that he will hereafter employ only white labour in his Vancouver Island collieries. So far so good. But he has also stated that he has been accustomed to pay Mongolians as highly as white labour. If we accept this statement it is only reasonable to conclude that either the Chinaman has been overpaid or the white man underpaid. In either case Mr. Dunsmuir should come in for criticism. The only grounds upon which Mongolians should be allowed to compete in our labour market are those of expediency and cheapness. If Chinamen are to be employed at all it must be because the productiveness of their labour in relation to the wages paid them is greater than can be obtained from the employment of white labour. It is a matter of opinion whether in a new country cheap Mongolian labour is or is not a desirable factor. But if coolies are employed at all they should certainly be paid at the "coolie" rate of wages. That, to our mind, is the crux of the "Mongolian question." The Chinaman in British Columbia has been pampered and overpaid until he has come to consider himself a personage. We have erected barriers to keep him out, but so long as he knows he can earn as much in a day here as he can in a week or even two weeks in his own country he will continue to emigrate and the fact that the barrier in the shape of a poll-tax exists, by limiting the number of immigrants has simply had the effect of bringing the Chinaman into keener competition with the white worker.

There are encouraging signs of profitable future developments of the coke and fire brick industries in connection with the Island collieries and clay deposits at the Union mines of the Comox district of the Island, and the coke produced there is being found at Whatcom, Washington, to be superior for iron smelting purposes to the home product of that State. It is likely therefore that this will lead to a large import of Island coke for such smelting uses. Moreover trial consignments of the coke are being made to Japan, which may become a considerable purchaser of the fuel, for use in her metal industries. And as regards the fire bricks made of the clay at Union test results made in Vancouver are stated to show that these are, if anything, superior to the fire bricks now in general use in the province and imported from Gartcraig, Scotland. All of which would seem to indicate a very considerable enlargement of industrial activity in the Union district.

It may be worth noting, as indirectly illustrating the interest taken in British Columbia mines in very distant parts of the world, and directly, the wide circulation of the MINING RECORD enjoys, that during the month of May among the requests sent in to this office for copies of catalogues of machinery advertised in these pages, we were asked to send particulars of special classes of machinery to a firm in Rannegunge, India and also to another in Valparaiso. American

manufacturers expect, of course, to sell machinery in British Columbia by advertising in the MINING RECORD, but it will doubtless come as an agreeable surprise to (say) a firm in Boston, if through our instrumentality they can introduce their make of machinery so far from home as British India.

The MINING RECORD is not a political paper. We may nevertheless without suspicion of partisan views, express a very decided opinion that there is no present likelihood of the redemption of Mr. Joseph Martin's conditional and qualified promise to build and operate, as a Provincial Government undertaking—if found possible—a railroad between Vancouver, New Westminster and the Kootenays, via the Fraser Valley and the Similkameen country. The railroad which would need to be at least 330 miles long, would cost for construction and working capital at least \$12,000,000, a sum far beyond the Province's borrowing resources. Especially is this the case in view of the fact that both as regards the Similkameen and the Kootenays, the projected line would have to face most formidable competition from the Canadian Pacific Railroad, which already taps the Kootenays and is preparing to enter the promising Similkameen copper country by a comparatively short branch of its main line running in from Spence's Bridge. Any initial attempt at a provincial railroad needs certainly to be made on a far shorter and less costly route and one moreover subject to less formidable competition.

The stockholders in the Le Roi Mining Company are to be congratulated on the recent very successful development of their mine and consequent enlargement of its output, which, in the third week of May, reached the record figures of 4,030 tons. Up to and including that period the Le Roi has held during the present year the undoubted position of being the great producer of Rossland, as out of 48,661 tons thence shipped in 1900, the Le Roi accounted for no less than 28,659. At present the mine continues to be the only large shipper, the effecting of improvements to machinery and doing of development work having temporarily reduced almost to a minimum the output of the War Eagle and Centre Star properties. It is satisfactory also to learn that although the Le Roi output is so satisfactorily growing, greater attention is being paid to the further development of the ore bodies in the mine than is being devoted even to present shipments. Meanwhile general indications tend to show that those interested in that promising mine, the Centre Star, must possess their souls in patience a little longer as machinery alterations and necessary further development work are not progressing very rapidly.

We regret to learn that there is a possibility of a suspension of operations at the Cottonwood River Company's gold gravels in Cariboo, as a result of winter floods causing great and almost irreparable damage to flumes. It is to be hoped that such a result may yet be averted, as the Company, under British auspices, is a thoroughly bona fide concern which has expended much capital and development work under trustworthy management.