

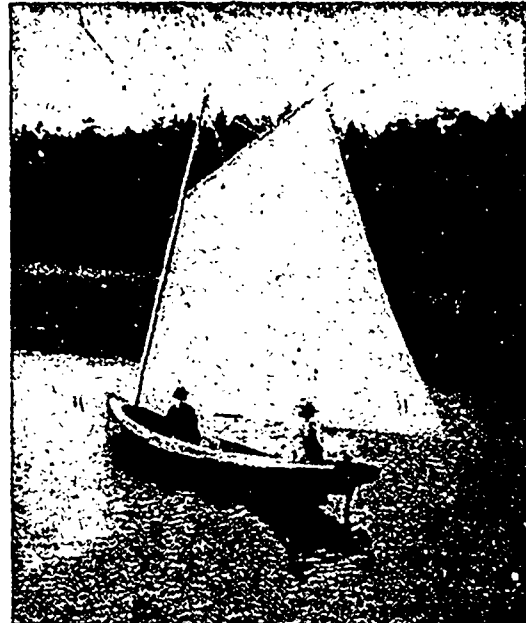
rollers for runners under the sleigh, traineau or toboggans. Want of funds, it appears, was the only reason why this slide was not carried out, and we have no doubt that the idea, which is novel and original, will be carried out by some more wealthy community than Quebec.

We are pleased to learn that the Canadian Society of Civil Engineers has fixed the date of the summer convention to be held in Toronto, on the 18th and 19th of June next. We bespeak for the members a hearty welcome.

EVERYBODY is ready to acknowledge the propriety of upright dealing with his neighbor. He puts to himself a case in which work falls to him, and he feels indignant at the prospect of the work being taken away; in fact, he feels that he has been undermined. When it comes to practice, however, the conditions become changed. Despite the movement in the Canadian Society of Civil Engineers, and the resolutions adopted at the last annual meeting, the scramble for work continues in its worst form. A notable case of this is to be found in the proposed water works system for the town of Mount Forest; several engineers have sent in plans and estimates, one set of which has been so far adopted that a by-law has been framed on them, *and yet none of these engineers have received any remuneration!* This is an irregular transaction on the part of the council, and may make them pay for their water works a price a long way in advance of an engineer's fees. The engineers are irresponsible persons in this case, and can escape all consequences of their faults or errors by stating they were not employed or paid; but the council assumes a serious responsibility in accepting plans and preparing a by-law under such conditions.

THE remarkable development of the bicycle, and following that the advent of the horseless carriage, will make good roads a greater necessity than ever before in the history of the world, and especially on this continent, where road building has always been a neglected art. The Romans, in their invasion of England, left their impress on the country in those substantial roads which none but Romans seem to have understood the value of at the dawn of the Christian era, and these object lessons have not been lost on the practical Briton, who appreciates solid work. In consequence the highways of Great Britain are the best in the world to-day, and the country reaps a real dividend on the outlay by cheapened cost of transportation. In Canada and the United States in the past, lack of capital and make-shift haste in development have left our highways not only rough, but in reality expensive for transportation purposes; and the quicker our municipalities wake up to the need of more attention to scientific road building the better it will be for their pockets and the public comfort. The Government of Ontario is the first Provincial Government in Canada to realize the situation, and the literature they have been issuing for the last two years, and their recent creation of a sort of "road department," give us hope that this province will not rest long under the reproach of the bad road abomination. In pointing to this hope, we must not fail to mention the services rendered to this cause by a lay journalist—Andrew Patullo, of the Woodstock *Sentinel-Review*—who has not only agitated the subject with patience and persistence in his paper, but has spent much of his time without recompense in giving

addresses at various places throughout the country. Such public spirit should not go unrewarded, and we trust this work will be taken up by newspaper men and members of Parliament in every other province of Canada. There are many people who still fail to see that a good solid road will pay a cash dividend on the investment, but this is because they have not looked below the surface. Like judicious advertising, good roads really and truly pay.



ONE OF THE CANADIAN CANOE CO.'S BOATS ON THE HUNTER, NEAR TORONTO.

REPORT OF THE BRITISH COLUMBIA MINISTER OF MINES.

In the Alberni district it is reported that on McLaughlin Range, China Creek, and Cowichan-Alberni road, one hundred and forty-nine mineral claims were recorded. Extensive development work is going on in the Mineral Creek group, exposing several veins of free gold, the most noted being the Alberni, Missing Link, Mountain Rose, Champion, Ace of Spades, and Last Dollar; average assay about \$30 per ton. Franklin and China Creeks—Thirty-eight mineral claims recorded. The Star of the West group of mines is the most noted, the work done exposing several veins of blue quartz, averaging \$25 per ton, mill test. Coleman and Chesnucknet Creeks Alberni Canal—Twenty-four mineral claims recorded. Work exposes masses of crushed quartz, mixed with cement, low grades; average mill test, \$8 per ton, on deep water. Copper Island and Sarita River, Barclay Sound—Fourteen mineral claims recorded. Work done exposes several rich veins, with a good percentage of copper. Extensive development now going on; also on deep water. Sechart Channel, Barclay Sound—Eleven mineral claims recorded. Large bodies of ore have been discovered, also quartz carrying gold in paying quantities, on deep water. In other parts of the Alberni district there are thirty-two mineral claims recorded on Sproat Lake and Cous Creek, on the opposite side of the Alberni Canal from China Creek, showing that the gold range extends in that direction.

Two placer claims recorded on China Creek, four hydraulic leases issued. The rents of eighteen leases have been paid at dates when due. Work has been done on the following leases. Alberni syndicate, \$100; Cataract Hydraulic Co., \$7,000; Lulu Hydraulic Mining Co., \$500; W. B. Ganard, \$500; F. T. Child, \$700; F. McQuillan, \$3,250; Nanaimo-Alberni Gold Mining Co. (2 leases), \$1,500 on each. A good wagon road has been built to the China Creek mines from the town site of Alberni, and a first-class trail has also been made from the Alberni Canal to the Granite Creek mines. Total claims recorded, 262; free miners' certificates, 107 and 1 substitute; transfers, 81; certificates of work, 35.

In the Cariboo district quartz mining is almost at the same point as last year. S. J. Marsh has bonded Black Jack mine, leased the Government reduction works and purposes to erect a cyanide plant at Barkerville, to be in operation next spring. The Cariboo Reefs Development, Limited, of London, England, has begun work by