

# TRIBUTES TO CLARENCE KING

To the Editor—No gentleman in private life has died in recent years whose death has called forth such genuine and heartfelt press notices from his friends in the highest stations in life and editorials in all the leading New York daily newspapers as the late Clarence King, who died the day before Christmas, 1902. I enclose you one of the most conservative of these, which appeared in the New York Tribune, and also E. C. Stedman's tribute to his memory. I hope you will find space in the Miner to publish them.

Mr. King had a large circle of friends among the mining men of British Columbia, who will be glad to read these tributes to his memory. I first made his acquaintance in a stage-coach on the Kaslo and Slovan road in 1886 and found him when and ever afterwards one of the most charming and delightful men I ever met.

When Mr. Stedman places Clarence King on an equality intellectually and socially with John Hay, his close and intimate friend, the present secretary of state of the United States, enough has been done to give a fair and just estimate of his scientific, cultural and standing. He is interesting to Roseland in this at least, that he was the first eminent expert and geologist to pronounce favorably upon his mines. All others who had preceded him had reported adversely upon them. When it became known that his opinion was favorable the owners of copper, that is, if the ore carries only one per cent copper the loss is \$1 a ton; if two per cent, the loss is \$2 a ton, and so on. The price of copper today is lower than normal, and in my opinion will be higher before long; but conditions that exist must be considered, not conditions that may exist at some time in the future. The low-grade ore of the Boundary can be worked at a profit only by handling it in large quantities. We are now handling at the British Columbia Copper company's plant near Greenwood an average of 420 tons a day in one furnace, more than is handled in any other plant anywhere in the world; but we must handle at least a ton of ore to make a profit. It is a fair return on the capital invested."

Asked as to the cost of mining and smelting Boundary ores, Mr. Johnson said: "We hope to make reductions in the cost of mining and smelting ores, so that the total cost will not be in excess of \$2.25 a ton. This low cost will be brought about by concessions made us by the Canadian Pacific railway in freight rates on handling our ore from the mines to the smelter and coal and coke ovens. Future reductions in the cost will be brought about by the besmeling of our matte at the Granby works at Grand Forks, instead of shipping it to Newark, New Jersey, where we save \$2,000 a month. The cuts we have already obtained in freight rates and prices of coke means \$100 a day to us now, and you will readily see what it would mean if we were treating the quantity we are now smelting in the Boundary ores, was the next question asked by Mr. Johnson, and he replied: "Fuel is 65 per cent of the total cost of smelting, and it is very important that we have a supply that can be depended on. At present, we are entirely dependent for our fuel supply on the Crow's Nest coal mines and on the Canadian Pacific railway. The mines furnish the coke and the railway does the hauling. If through any cause the supply of coke was diverted, we would have to close down our smelter, and if the smelter was closed down, for a time we would also be closed down, for our mine would also be closed down, for our capacity or smelter has unlimited ore-bin capacity. While it is true that a coke containing a high percentage of ash can be used in smelting copper ores, it is also very important that fuel of a good grade is obtained. The smelters of the Boundary, handling as they do copper ores exclusively, can utilize a poorer quality of coke to better advantage than smelters that smelt silver-lead ores exclusively. We have no great complaint to make now on the quality of the coke supplied us. We can get along with the quality if we are only assured of a constant supply."

What is the comparative cost of labor and fuel in smelting?

"Roughly speaking, the smelter of the B. C. Copper company at Greenwood pays out \$7,500 a month in wages for maintenance and labor and \$12,000 a month for fuel. So you will see that any reduction in wages that could possibly be made would have little bearing on the situation as it exists. A 10 per cent cut would lower wages below the rates paid in other smelting centres, and we would be unable to keep good men. Even a 10 per cent cut in the price of fuel would mean much to the smelting industry as it is today, and you can readily see the great saving it would be were we in a position to handle 1,200 tons of ore a day. We are now handling 420 tons and the 10 per cent reduction on fuel would be a saving of \$1,200 a month or \$14,400 a year. Multiply that by three and you have \$43,200 a year, which is a four per cent dividend for a company whose capital is \$1,000,000."

Then you consider the present cost of labor as normal, and that future reductions in the cost of smelting are dependent almost entirely on reductions in the cost of fuel?

"That is about the way to size up the situation. While it is possible that new appliances may be introduced to lessen the cost of both mining and smelting, yet I believe the plant which I constructed for the B. C. Copper company is one of the most complete now in operation, and to give you an idea as to what we are doing as compared with what is done at smelters in Colorado: In Colorado it is estimated that a ton and a half of ore is handled per man per shift. We have 28 men at our furnace and we handled 422 tons a day on an average during the month of December, or 15 per day per man."

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# THE SMELTERS AND FUEL

Paul Johnson, who is admitted to be one of the best practical smelting men in British Columbia, was in Nelson Friday. Interviewed by the Tribune on the mining and smelting situation in Boundary district, Mr. Johnson said: "The ores of the Boundary camps are low grade, carrying values in gold and copper. The drop of five cents in the price of copper means a loss to the mine owners of one dollar a ton for every unit of ore. The loss is \$1 a ton; if two per cent, the loss is \$2 a ton, and so on. The price of copper today is lower than normal, and in my opinion will be higher before long; but conditions that exist must be considered, not conditions that may exist at some time in the future. The low-grade ore of the Boundary can be worked at a profit only by handling it in large quantities. We are now handling at the British Columbia Copper company's plant near Greenwood an average of 420 tons a day in one furnace, more than is handled in any other plant anywhere in the world; but we must handle at least a ton of ore to make a profit. It is a fair return on the capital invested."

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No. 5, west bound	11:40 a. m.	11:50 p. m.
No. 4, east bound	10:35 p. m.	10:45 p. m.
*Coeur d'Alene Branch	6:00 p. m.	7:35 a. m.
*Palouse & Lewiston	1:15 p. m.	9:10 a. m.
*Big Bend Special	10:35 a. m.	11:45 p. m.
*Local Freight West	5:45 p. m.	7:30 a. m.
*Local Freight East	2:35 p. m.	7:40 a. m.

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Coeur d'Alene Mines, Palouse, Lewis & Clark, Baker City Mines, Portland, and all points East and South. Only line East via Salt Lake and Denver. Steamship tickets to Europe and other foreign countries.

Leaves Spokane Time Schedule. Arrives Daily Effective Nov 3, 1902

7:45 a. m.	F.A.S.T. MAIL—For Coeur d'Alene, Ponderosa, Farmington, Gardfield, Colfax, Pullman, Moscow, Wainwright, Dayton, Walla Walla, Pendleton, Baker City and all points for the EAST. Except Sunday.	6:15 p. m.
7:45 a. m.	F.A.S.T. MAIL—From all points EAST, Baker City, Pendleton, Walla Walla, Dayton, Wainwright, Pomeroy, Moscow, Pullman, Colfax, Gardfield Farmington and Coeur d'Alene.	6:15 p. m.

STEAMSHIP LINES. San Francisco-Portland Route. STEAMSHIP SAILS FROM AISWORTH DOCK, Portland, at 8:00 p. m., and from Spa Street Wharf, San Francisco, at 11:00 a. m., every five days. Portland-Alaska Line. For Yokohama and Hong Kong calling at Kobe, Nagasaki and Shanghai, taking freight via Fort Arthur and Vladivostok. Monthly sailings from Portland. Snake River Route. Steamers between Riparian and Lewiston leave Riparian daily except Monday at 8:40 a. m., returning leave Lewiston daily, except Monday at 7 a. m. Steamer Leaves Lewiston every Sunday at 5:30 p. m. for Wild Goose Rapids (stage of water permitting). For through tickets and further information apply to any agent S. F. and N. System or at O. R. & N. Co.'s office, 430 Riverside Avenue, Spokane, Wash.