

per and 3 per cent. silver. Other mineral values, not by any means inconsiderable, are excluded. These vanish through the alchemy of the smelters.

"Were the Nicaraguan canal completed and had this mineral belt low rates to the Sound ports," said a scientist who has followed the smelting of the Trail Creek ores in a series of careful computations, "it could supply the pig iron market of the world." This may be putting the possibility rather stoutly, but certain it is that, in the great expanse of mining country comprehended in his remark, the stores of iron are beyond estimate. The ores contain an average in the tables he has arranged of 40 per cent. iron, or \$6 worth of pig to the $2\frac{1}{2}$ tons of mineral. Further, the tonnage shows an average of 1 per cent. antimony, worth \$1.00; 25 per cent. of sulphur, worth \$5.00; and \$2 worth of cobalt. These averages, he maintains, prevail throughout the district.—Correspondence of the *Post-Intelligencer*.

The Kaslo-Slocan District.

(CONTRIBUTED.)

Never prophecy unless you know, is a maxim worthy of attention by all, especially, perhaps, by the Western journalist, as prognostications unverified are apt to damage the character for veracity and intelligence of the too enthusiastic prophet. I fully appreciate in this article the force of the principle in the above proverb and dare, to a certain extent, the future to falsify my forecast of the ore output of Kaslo-Slocan division of West Kootenay in the coming year.

As might be suspected, therefore, my "prophecy" is in reality not one, but an estimate based upon past experience, present circumstances and future possibilities, and, though it may be thought somewhat extravagant to aver that the output of ore from the Kaslo-Slocan district will be somewhere about, or over, one million dollars in money value in this coming year, or nearly as much as the whole output of West Kootenay for the past season—it can be sustained, and I hope to make it good in the space of this article.

The amount of ore produced in the Kaslo-Slocan last year was some seven thousand tons worth roughly, say, half a million dollars; study the shipments carefully which produced this return and it will at once appear to the most obtuse mind that could but the shipments be made uniformly all the year round, or even nearly so, instead of but for a few months, as at present, the "forecast" here made ceases to be a prophecy and becomes a mere sum or mathematical conclusion.

Can the mines do this, you ask? Let me explain. Heretofore the mining industry in Kaslo-Slocan has had all the disadvantage of improvised transportation in the absence of railways, and it was not until January of this year that a railway running directly into the mines was assured: now what have we? Not only one railway but two, running each other close in competition for the ore traffic. When, therefore, it is remembered that the half a million dollars' worth of ore was produced entirely in the winter, or working season, and hauled out by raw-hide, mule and sled, the assertion that it will next year be a round million, and possibly over, with two railways offering a reduction in freight rates over that of last year by twenty per cent., and keeping the traffic open all the year round, is certainly not a wild one.

Looking at it again from another point of view, that of development, it can be securely proved that this magnificent output will be obtained. The governing principle in the Kaslo-Slocan, with a few notable exceptions, has been to extract the ore in the most productive and least expensive manner, paying but little heed to future development, thus limiting the ore shipments to that body immediately within reach. For this, however, they (mine owners) cannot be blamed, as with a low silver market, excessive freight rates, and no assurance of actual railway building, the shipment of silver ore was largely experimental, and should be of the highest grade to meet the extreme exigencies of the time. Now it is all changed, it has been satisfactorily proved that the Kaslo-Slocan silver properties are

rich and high grade enough to pay a handsome profit over all expenses of mining and shipping, and the advent of railways not only reduces the cost of transportation but adds an assurance of permanency to the country, which will be seized upon by mine owners to develop their properties, opening up consequently new seams of ore which will add materially to the out-put of the coming year. New properties, hitherto unknown, will also enter the lists of shippers, and the working force of the country will be doubled, and in fact, the estimate made when all these features are scanned, seems low rather than high, and must be more than verified.

What is true of the Kaslo-Slocan, is true of the Nelson-Ainsworth, Trail, Rossland, indeed, every section of the District in the line of general progress, and I feel sorely tempted to enact the role of prophet for the entire country; I will not attempt it, however, in this article, but at some future date will establish the case, and prove the reasonableness of the somewhat startling statement of the coming production of West Kootenay and its ultimate success in the attraction of immense sums of foreign capital, and its immense value to the Dominion, which is now, alas, but little recognized by Canadians, and left like dutiful nephews should, I suppose, to our clever Uncle-Sam! Our uncle is too patronising methinks, and the repudiation of the relationship and the struggle for our patrimony, especially in West Kootenay, cannot come too soon, else our birth-right will be lost and nothing may be had from the great mother country, but her blessing.

To awaken the apparent apathy of Canadian and British capital, to bring to their notice the wonderful possibilities of the mining industry of this province, and its opportunities for profitable investment, is, I understand, the aim of this publication and none more worthy or necessary object, and one which may do most for the province, could be readily imagined. I, therefore, urge upon every one in West Kootenay, and I know many there who have felt the need of a publication like this, the necessity of aiding by sympathy and support, the progress and efficiency of this periodical.

A Good Appointment.

The Provincial Government and the Minister of Mines have taken a step in the right direction by offering the position of provincial mineralogist to Mr. A. H. Carlyle. We hope it is the first step towards the organization of the School of Mines, as suggested in our editorial notes.

Mr. Carlyle is at present the lecturer on mineralogy at McGill University, Montreal, and is, therefore, highly qualified to fill the position offered to him in this province.

Much care has been taken to select a thoroughly capable man, and Hon. Col. Baker, Minister of Mines, when on his last visit East, consulted Dr. Dawson upon the subject. Dr. Dawson suggested Professor Carlyle as eminently fitted for the position. Professor Carlyle, who is a nephew of the great Carlyle, was born in Canada some thirty-eight years ago and graduated at McGill. He has had a long and varied experience in practical mining in different parts of the continent and has been connected with some of the most famous mines in the United States. He is very highly recommended by Dr. Dawson, and, by his extensive knowledge of mining and his high scientific attainments, will be a most valuable man to the mining industry, should he accept the appointment. The provincial mineralogist, who is to be under the Minister of Mines, has, broadly speaking, to collect facts relating to the mining industry, to disseminate information, and, by other means, to promote improvements in the mining industry of the province.

Mr. Leo Norman's Visit to British Columbia.

We are pleased to welcome the arrival of Mr. Leo Norman, of L. Norman & Co., Ltd., London, England, as a result of the efforts of Mr. J. H. Hoare, who has been in correspondence with him since the early part of the year, regarding the potentialities