

will no doubt severely condemn such an outrageous proceeding. Yet it is but the extreme consequence of a policy of violence such as too many union men have tolerated in the Boundary. If the unions will be wise in time, they will be satisfied with the liberty they now enjoy and not compel considerations of public safety to imperatively demand that it be much restricted.

The Rossland Board of Trade has shown a practical appreciation of the value of Mr. Edmund B. Kirby's valuable paper on "The Ore Deposits of Rossland, British Columbia," read at the last annual meeting of the members of the Canadian Mining Institute, by arranging for the distribution of at least a thousand copies, which number is additional to that already sent out by the Institute. Not only Rossland, but the lode mining districts of the province generally cannot but be benefitted when such thoroughly reliable geological and mineralogical information is freely disseminated, and all interested in the lode mining industry are deeply indebted to Mr. Kirby for having gratuitously undertaken so difficult a task and performed it so well. Besides his own intimate knowledge of the War Eagle and Centre Star mines, Mr. Kirby had available much data and information relative to the structure of ore deposits occurring in the neighbouring Le Roi, Le Roi No. 2 and Rossland-Kootenay, the respective managers of those mines having extended friendly assistance and courtesy to him. The structure details of the maps illustrating the paper were by mining engineers engaged in the mines described. With such co-operation to supplement his several years' personal experience in connection with his subject, Mr. Kirby was enabled to inaugurate a work that it is believed the Dominion Geological Survey will continue and elaborate so that the important mineral resources of Rossland camp, which during a period of ten years have contributed about \$30,000,000 to the mineral production of British Columbia, may in the future be more intelligently, as well as extensively, turned to profitable account.

The construction of a wagon road from Atlin to salt water at the head of Taku inlet is being advocated at Atlin. It is claimed that with such a means of communication freight could be hauled in from the coast at all times of the year and that, too, at a lower cost than is now paid. Further, that if the merchants could obtain supplies as required and not have, as now, to get in large stocks in the fall for the necessities of the winter and early spring months, prices would not be so high as under existing conditions. With cheaper provisions, etc., individual miners could afford to work ground that at present cannot be worked at a profit. Again, the payment of money to freighters would lead to a larger share of it being circulated locally than is the case now that railway and other transportation companies pay their profits to non-residents. It is estimated that the distance by the old Hudson's Bay trail to Juneau is 168 miles,

but less than 100 to the head of navigation on Taku river. An easy grade is said to be obtainable and materials for road-making are at hand. The proposal is looked upon locally as feasible, and an endeavor is being made to provide funds for sending a civil engineer over the proposed route. If the building of this road be found practicable at a reasonable cost, the carrying out of the work will be supported by most concerned in advancing the interests of a camp that, since the discovery of gold in it in 1898, has contributed about \$3,000,000 to the mineral production of the province.

In the course of his comprehensive address at the annual general meeting of shareholders in the Canadian Bank of Commerce, held in Toronto last month, the general manager's comment on the condition of the mining industry of British Columbia was significant and, on the whole, favourable. He said: "There has been a handsome increase in the quantity of the coal mined, and this great business is in a prosperous condition. The mining and smelting of metalliferous ores is probably in a sounder position than ever before. High prices for copper, increased knowledge of the technical features of mining, a sufficient supply of coke, and the absence of share speculation in untested or worthless properties are the satisfactory features. The least favourable is the uncertainty as to the permanence of reasonable relations between the mine owners and labour." Such disinterested and well-informed testimony to the substantial improvement that has taken place can not but be beneficial to mining in the province. A banker's point of view is necessarily one that embraces results actually obtained rather than optimistic possibilities, consequently the conclusions of the executive head of a large and flourishing institution, such as the Canadian Bank of Commerce undoubtedly is, carry great weight. It is therefore satisfactory indeed to this province to have the mining situation described in terms calculated to establish confidence in the industry.

It was gracious of the Vancouver Province, in its comments on the sale of the Esquimalt and Nanaimo railway to the Canadian Pacific Railway Company, to make flattering reference to the mineral resources of Vancouver Island, nevertheless it was incorrect in an important particular. It is true that gold, copper and iron, together with practically inexhaustible coal measures are known to exist in parts of the island, but to assert that acknowledged experts have examined the country, throughout its extent, is inaccurate. On the contrary, there is still a comparatively large area that is to all intents and purposes a *terra incognita*. Much of the northern half of the island is so mountainous and thickly forested as to be not easily accessible to the prospector. Neither is a simple change of ownership of the island railway likely to soon alter the situation. Not until after extensive prospecting shall have disclosed the occurrence of payable ore in large quantity may the construction of