

Mineral Wealth of British Columbia



FOLLOWING is the full text of the speech delivered by A. J. McMillan (Managing Director, Le Roi Mining Co. Ltd.) at the banquet to the visiting members of the Canadian Mining Institute and their guests from Great Britain, the Continent of Europe and the United States, at the Hotel Allan, Rossland, B. C., on September 16 last:

Gentlemen.—It gives me great pleasure to propose the next toast on the list, "Our Guests," and I couple with that toast the names of Mr. Wm. Frencheville, Mr. John Hogg, Mr. Walter Johnson, Mr. W. J. Rees, Mr. John Ashworth.

During the 14 or 15 years of Rossland's history it has been our privilege to entertain many distinguished visitors, but I can say without exaggeration (and I am sure that my local friends will agree with me in this) that we have never before had the good fortune to entertain so distinguished and influential a party as that we have with us tonight, composed as it is of representative gentlemen from Great Britain, the Continent of Europe, the United States and from Eastern Canada, gentlemen who are eminent in their respective spheres of labor, and most of whom are connected with the mining industry in which we ourselves are so deeply concerned.

You have already seen something of the vastness of Canada, some of you, at any rate, having taken the trip down to the Maritime Provinces, where you no doubt saw great mineral wealth, and specially the great coal and iron mines of that part of the world. In journeying westward you undoubtedly saw and heard much of the mineral resources of Ontario and Quebec, visiting the world famed silver mines at Cobalt, and the rich copper-nickel deposits of Sudbury, and perhaps the

iron mines in the neighborhood of Lake Superior. You have since traveled a thousand miles across the prairies, where hundreds of thousands of sturdy settlers are founding new homes and developing the wonderful agricultural wealth of the country with such rapidity that within a few years Canada will be able to furnish sufficient food to sustain the population of Great Britain and Ireland; and having crossed these fertile tracts you have landed at last in British Columbia, which, so far as mineral wealth is concerned is far away the richest province in the Dominion of Canada.

Gentlemen, this is, I believe, the first occasion on which you have publicly met the people of British Columbia, and I take this opportunity to emphasize the welcome extended to you by the government, in the letter from the Prime Minister which I read to you a few minutes since, and to add to it the special welcome of the people of this city and district, and of the mining community of British Columbia as a whole.

During your journey across Canada you have no doubt seen much to interest you from a mining point of view, but I am confident that when your Canadian visit is finished, you will say that until you struck British Columbia, the half had not been told.

The value of the mineral production of Canada for the year 1907 is stated by the government to be about \$86,000,000, or £17,000,000 sterling, towards which British Columbia contributed \$26,000,000, £5,200,000 sterling, or about 30 per cent. If we exclude the non-metallic minerals we find that the value of the mineral output of Canada last year was \$42,500,000, £8,500,000, towards which British Columbia contributed \$17,000,000, £3,400,000 or 40 per cent of the whole. This, you will admit, is no inconsiderable output to be furnished by one province.

Now, gentlemen, I do not propose tonight

to burden you with a mass of statistics, as other speakers who are to follow me will probably deal with such points more in detail, but these figures will show you that the statement I made just now as to the mineral wealth of this province, is based upon solid facts. In this connection it has to be remembered that lode mining practically only commenced in this province some fourteen years since. Of the total tonnage of ore mined in British Columbia last year, exclusive of coal, Rossland produced about 16 per cent, and the Boundary country, lying about 50 miles west of us and which you will visit tomorrow, yielded 65 per cent, so that you will understand from this that you are now right in the heart of the metalliferous mining regions of British Columbia. The mines you have seen today, which may be said to have commenced operations in a very small way in 1894, have since that date produced about 3,000,000 tons of ore, valued at \$42,250,000, £8,500,000 sterling, and I think there is reason to believe that they will yet produce a great deal more. The most interesting feature in connection with our present mining development here is the fact as you would see for yourselves today, that we are finding shoots of rich ore in the lowest levels of our mines. How large these may prove to be, and how permanent, we cannot yet tell, but the future is full of encouragement.

You will be interested to know that practically the whole of this great output has been produced from an area covering about 100 acres situated on the slope of Red Mountain, and practically within the city limits of Rossland.

Perhaps the greatest drawback in connection with mining operations in British Columbia, particularly in the metalliferous mines, has been the want of adequate working capital with which to carry on the development of the mines themselves and to carry

on prospecting operations with a view to finding and developing new properties. In the early days of mining out here, companies with huge nominal capital were formed in London, in Eastern Canada and in the Eastern states, but too often without any adequate provision for working capital, and to that extent at any rate, those who have been responsible for the management have been hampered in their work. There are outcroppings of mineral in many different directions, and it is only reasonable to suppose that if capital were invested and wisely directed, Rossland and the district, to say nothing of other parts of this great province, would show large returns, as satisfactory at any rate as returns from mining investments in many other countries.

Tomorrow, as I have just said, you will go to what is commonly described as the Boundary district, where our friend, Mr. A. B. W. Hodges, manager of the Granby company, will show you in successful operation some of the largest copper-gold mines on the continent. From there you will go on to the coast where in addition to metalliferous mining, you will see on Vancouver island the largest coal mines on the Pacific coast, and if you had time you could travel north 1,000 or 2,000 miles, still in Canadian territory, and visit the Yukon goldfields and other districts reputed to be rich in the precious metals. Probably you will not have time to go so far but anyway, I trust that your visit here and your journey across Canada will prove to be as profitable to you, as I am sure it will be interesting.

Apart altogether from the material value of a visit such as this there is to my mind a much more important aspect of the question—and it is rather a sentimental one, perhaps—that of bringing together representative men of Great Britain and of Greater Britain, bringing them nearer together, so that the

commercial and political interests of the Empire as a whole may be strengthened. With the British Empire thus united and strong, and its policy framed not by Great Britain alone, but by the statesmen of Great Britain acting in conjunction with those of the great self-governing Colonies, the way will to my mind, be clearer for closer union with the other great nations of the world. I am sure that our American friends who are here tonight, and the gentlemen from the continent of Europe who are with us, will not grudge to those of us who live under the British flag, the indulgence of this hope, nor the expression of it here tonight, for I can assure them that we all with one accord desire to see ushered in that brighter day, when great commercial communities such as are comprised within the British Empire, the United States, and Germany, and France shall be drawn more closely together and shall devote year by year more of their time and energy to cementing national friendships, and to building up the commercial prosperity of their respective countries, and, gentlemen, I do not know of any way in which that can be done more efficiently than in the way we are doing it tonight, namely, in bringing together representative men from different lands to the end that we may see and learn and exchange opinions and know each other better than before.

In this spirit, trusting and believing that this visit will ensure to our mutual advantage, I, on behalf of the people of this district, welcome you all tonight to our province and to our city, and in the name of the different mining companies, to our mines, and speaking in the name of all these I wish you God speed in the remainder of your journey through Canada.

How the neighbors dislike a man who kicks about the cost of his wife's funeral!

Rounding Up Buffalo Herd

ARONAN, Montana, correspondent writes: The rounding up of the Pablo buffalo herd preparatory to shipping them to Canada in fulfillment of the sale made nearly two years ago to the Canadian government is proving a herculean task, and Messrs. H. Douglas, the Dominion parks superintendent, and A. Ayotte, immigration agent for Montana, who are here superintending the work, are confronted with many discouragements. The buffalo range about fifteen miles southwest of here, mainly although their feeding grounds spread over a territory twenty-five to thirty miles square. Experience has shown that it is almost impossible to drive them into corrals off the range, and in consequence an effort is to be made to trap them down on their favorite pasture. There a great corral enclosing nearly a hundred acres and with wings running down to the banks of the Pend d'Oreille river which runs through the middle of the range of mountains bearing the same name, is being built. Throughout these mountains and in the valleys across the river the buffalo range in small scattered bands, and the rough nature of the country makes driving them a dangerous and exciting task for even the most experienced cow-punchers.

Directly opposite the corral which is now being built there is a big gulch running into the mountains about two miles in which there is excellent pasture. Along the top of this on each side strong wire fences are being built right down to the water's edge. When these fences are finished the scattered bands or herds in the hills will be gradually driven into the gulch as the range and hills are combed by the riders on the round-up. This is likely to be a comparatively easy task, for the buffalo will run for the gulch when pursued. Once in there their fate is sealed. Booms will be thrown across the river to connect the fences on both sides with the wings of the corral, so that when the round-up is complete and the final drive begins the buffalo will be thrown into the river and must swim directly across into the trap beyond. The site chosen for the corral is close to where C. Allard made his great round-up last year when he succeeded in capturing 150 head.

The building of these fences and corral involve a tremendous amount of work, and Messrs. Douglas and Ayotte are camping right on the ground to push operations. They expect to have it completed by the 10th inst., and then the work of driving in will immediately begin. Michel Pablo has 40 rough riders and plenty of his very finest horses ready for this and hopes to comb the range within four days.

When he gets the buffalo once in the corrals he will keep them there for a few days and will ride among them to get them used to horses and riders, after which the long drive to the loading corral on the railway at Ravalli, sixty miles away, will begin.

It is estimated that there are between two and three hundred head of buffalo still on the range and the round-up will be driven into Ravalli in about three sections, and once in the loading corrals the rest is easy in view

of the experience obtained in previous shipments.

Building the fence is not only hard work, but it is dangerous also, owing to the fact that the mountains are swarming with rattlesnakes. One gang killed nine of these reptiles in one day this week. The Canadian officials have taken to roosting in the trees at night in order to give the rattlers undisputed possession of their blankets.

The loading should be completed early in November at the very latest date, and then the greatest buffalo herd in the world will have finally passed from possession of Uncle Sam to the enterprising young nation across the border.

CIVILIZATION AND THE FORCE OF FUEL

Prof. Vivian B. Lewis has been delivering a very important series of lectures to the Society of Arts on "Fuel and Its Future."

"Coal, the earth's great store of heat energy—energy which, buried latent for long ages, is liberated again as sensible heat by the processes of combustion, which cause the reversion of the fuel once more, into the compounds from which it sprang—is a heritage of which the world only realized the importance a little more than a century ago," he says. "Yet it was the distribution of that heritage that governed the fate of nations, that made great empires and relegated other countries to more or less obscurity. A thousand years ago it was the force of arms, of civilization, of arts, that made a nation great; today it is the force of fuel, which by developing commerce governs the distribution of power on the face of the globe."

"A century has passed, and Great Britain occupies a position that is a pride to her sons the wide world over, but in our elation we are too apt to overlook the fact that Nature has had quite as much to do with our supremacy as our own endeavours. I desire to discuss our methods of employing the great natural advantages we have enjoyed, and how far it is in our power, by using our fuel supplies to the best advantage, to ward off that fatal day when, dependent on other nations for our sources of energy, we must of necessity lose our pride of place."

"The fuel question is one of the most interesting and important problems of the present day, not only because our methods of generating power from fuel are undergoing changes of the most radical character, but also because it is being slowly borne in upon us that we must have some thought for the future, and that the prodigious waste that has characterized our consumption of fuel in the past, and the fatal effect it is having upon our atmosphere and lives, must in the interests of future generations give way to more carefully considered methods of working."

"More than twenty centuries before the nature of combustion was understood, and the causes which led to the generation of heat by its aid were realized, it had been recognized that the burning of wood and dried vegetable matter could be utilized to eke out the warmth derived from the sun, whilst it was not until the thirteenth century that the employment of bituminous coal as a fuel was

first attempted, its use being forbidden in 1306 owing to the horror created by the pollution of the atmosphere by its smoke. The gradually increasing shortage of wood and charcoal, however, the limited employment of peat, and the necessity for a more abundant fuel again brought the use of coal to the front, but the reign of Queen Elizabeth saw it still under a ban for the same reasons as before. There was nothing else to use, and as the country was becoming rapidly denuded of timber, coal at last established itself, in spite of frequent protests, as our principal domestic fuel."

"Although many observers cling to the belief that the oil fields have been formed by animal or mineral agency, there seems but little reason to doubt that our liquid fuels, like the solid, are of vegetable origin, and are indeed by-products of great subterranean distillations, in which at high pressures and comparatively low temperatures the accumulated vegetation of past ages has been partly liquefied or even gasified, as the same areas which yield our stores of mineral oil are also famed for the production of natural gas."

A BIG FIND WAITING FOR SOMEBODY

There is in Ceylon, a valley of dry bones. This valley, near Talawakele, is said to be a vast underground tunnel, with numerous entrances and exits. According to English planters in Ceylon, when an elephant feels its last hour approaching it will, if permitted to do so, escape into the jungle and die. Once the sick elephant gets away it is never seen again. Where they go is a problem. As they vanish so mysteriously in the hour of death the tale is told by the natives that they die in an underground cave. The particular cave, however, has never been discovered, though numerous expeditions have sought for it. The person who finds this elephant sepulchre will probably reap a fortune.

CLOTHING FOR THE TROPICS

According to a Spanish physician, white clothing is unsuitable for use under a blazing tropical sun. He declares that people should wear red colored clothing to keep cool. The disturbance of the nerves of the spinal column by excessive actinic rays reacts upon the stomach, he says, upsetting digestion as well as causing sunstroke. The remedy is a non-actinic covering for the skin, and a red lining for wearing apparel and helmet gives instant relief to the troubles from a torrid sun, and enables a workman to stand severe exposure with comfort.

A WOMAN IN A CITY COUNCIL

Mrs. H. F. Gates has just been elected one of the six aldermen of Magee, Tenn. For several years she has taken an active interest in the educational work of her town, and wanted to be elected alderman because it would help her in this work. She is reported to have made about the most aggressive campaign ever witnessed in Magee, if not in Tennessee. The town people seemed pleased with her election, and even those who voted against her believe she will make a first class alderman.

Even a philosopher is apt to fall down when it comes to making the best of the worst of it;

Heirless Throne Dangers

THE fear is gradually hardening into a certainty that no children will bless the marriage of the young Queen of Holland, and that at her death the throne of William the Silent will be left without a direct heir.

The Dutch nation and the gentle Sovereign it loves so well will have the full sympathy of the British people in their disappointment. The question of the succession will, in any case, be a difficult one to solve, and may quite easily develop into an issue of very serious international importance, in which the British empire will be interested to a greater extent than any other power. In the event of the present sovereign dying without issue, all those next in order of succession to the Dutch crown are German princes. The first is the reigning Duke of Saxe-Weimar, but he is barred, by a provision in the constitution that no Dutch sovereign may wear another crown. The second in order is Prince Henry of Reuss, and he has declared that in the event of the crown devolving on him he would renounce his right in favor of his son, who, at present, is employed in the German foreign office. It is very unlikely, however, that the Dutch people will consent to the crown being absorbed into the great Teutonic hegemony, and the danger would be increased by the accession of a German to the throne. There is a clause in the Dutch constitution which provides that, in default of a legal heir, a successor to the throne may be chosen by the reigning sovereign in consultation with both houses of parliament. This course will, in all probability, be followed; but there is just a possibility that the question of changing the form of government altogether, and resorting to a republic, may be considered.

The elements of danger in the situation from an international point of view lie in the possibility of outside interference with the decision of the Dutch nation. The German princes who are indirect heirs to the throne will, in all probability, be passed over. Let us suppose that one of them, secretly encouraged by the subtle statesmen who direct German foreign policy, and supported by a more or less insignificant party in Holland, were to press his claims. What would happen? Would he be backed by Germany, and would the Powers of Europe be again divided, and the peace of the world again endangered by a question of succession? There is a very strong and influential party in Germany which speculates quite openly on the incorporation of the Netherlands in the German empire, as part of a larger policy for extending the limits of the Kaiser's dominions: if, therefore, the Imperial government attempted to force a German prince on the Dutch people, would not the act be tantamount to an official recognition of the extreme Pan-Germanic programme? The outside world would very naturally regard the forcible enthronement of a German prince in Holland as the first step towards the annexation of the country, and two nations at least would be compelled to offer all the resistance in their power. Mere sentiment alone would be a reason for bringing France and England into the quarrel; they could not stand by, pusillanimously neutral, whilst a nation was blotted out, more particu-

larly a nation which has played so gallant a part in the past, and which occupies so important a position in the present, as Holland.

Sentiment would stand for a good deal in determining the attitude of public opinion in France and England, but the governments of those countries would be actuated by material considerations of far more vital importance; it would be impossible for either country to allow Germany to absorb the Netherlands; they would have to oppose it to the last gasp of their national existence. As it is, with a frontier line limited to little more than two hundred miles of easily defended country, France would be hard put to resist a German invasion, with Belgium and Holland in the Kaiser's hands, her position would be hopeless. England would be no less affected. If Rotterdam, Antwerp, and Ostend became German ports, the whole aspect of the question of maritime supremacy would be changed. The advantage of the strategic position in the North Sea would pass from England to Germany, and the question of a successful invasion of England would be no longer in doubt. With the distance between Germany and England reduced from seventeen hours' to four hours' steaming, and the jumping off place of a hostile army transferred from the mouths of the Elbe and the Ems to the much more favorable Netherlands ports, the efficiency of England's natural bulwarks would be almost entirely destroyed, and a great army, as well as a great navy, would be needed to ensure the security of her shores. But that is only a part of what the absorption of Holland by Germany would mean to the British empire; the Dutch colonies would pass with the motherland under the German flag, and the Teutons would become the neighbor of the Briton in a score of new places in the earth's surface, from the Western to the Eastern Indies. Australia has nothing to fear from the presence of the Dutch in the great islands of the Malay Archipelago, but she could not view with equanimity the advent of the Germans. Thus it is that the childlessness of the Queen of Holland becomes an affair of world-wide importance, and the question of the Dutch succession conceals explosive elements which may some day set Europe in a blaze.

DOG'S MISTAKEN FIDELITY

A strange case, in which a faithful wolf-hound accidentally injured his master and then mistakenly prevented any assistance being rendered to him, is, says the Standard of Empire, reported from the Thames Valley. The owner of the dog was Mr. Ware, husband of the actress and writer, Mrs. Netty Ware. Mr. Ware was out walking on Saturday night, when the dog twisted the leading-strap round his master's leg and gave him a violent fall. Some time later the unfortunate man was seen lying unconscious on the ground, the dog guarding him. Several people made attempts to go to the assistance of Mr. Ware, whose identity was unknown, but the dog fiercely resisted all efforts to help him. When at last the injured man was recognized, and Mrs. Ware was sent for to call the dog from her prostrate husband, it was too late to save Mr. Ware's life, and he died.



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My best that in packing delivered the station tomorrow. Baby is he is nearly I am still undoubtedly ton thinks getting strong wear iron's walk. I do thing for it I need not attended to will come a is such a d Walter v take longer nearly three before Chris baby when gets back; times. But and now the most important put on a ss

PS.—I r pressing ne my mother, suddenly ill may guess, immediately, but fortuna vices of an and who is feeling con looked after have so mu I will w

Dear Ma rechshuns which he is the Man the bands may the night a Lord being he was hea baby gets I hope d often say it must stop it But hav his toes. I which havin think as it so bad in a the chal rather Dan you said it praps it ca your see respect for but not to and to spa get back. at Present. the Cha