

cheaply, and treatment, with all the before mentioned raw material and fluxes will also be reduced to the minimum.

The Government has for several years collected quite respectable revenues in the district, some years as high as \$15,000, I'm told, but neglected to provide for roads, bridges, etc., until last August, when several quite handsome amounts were appropriated for roads and public buildings. In about three months the waggon road down the valley will be passable, and give us a direct highway towards the Boundary camps, and south along the Okanagan, but how soon we shall have a road towards Hope and the Fraser River is a question.

SLOCAN.

(From Our Own Correspondent.)

At the present time the mines of the Slocan appear to be confronted with one of those little difficulties which make themselves felt periodically in the history of every mining camp not in a position to reduce its own ore, and therefore more or less at the mercy of trusts and smelter combines such as exist on the other side. A solution of the problem would doubtless be attained in course of time by a process of natural evolution, and it is by no means certain that in the end this would not be more economical than resorting to some temporary expedient less satisfactory in its nature. However, I am inclined to think that too much has already been made of the matter, and that it will not prove so formidable to deal with as many suppose. Details of definite action on the part of the trust are still wanting, and as they appear willing and anxious to meet the mine owners in a friendly conference, it is altogether probable that a small rise in rates is the sum of what is contemplated.

This, of course, is sufficiently serious; but to begin with, it has not yet taken place, and when it does there are other factors which may tend to offset very materially any action of the kind. There still remain other competitors in the field, even outside our own province, and it is well known that a very large proportion of the Slocan product now finds its way direct to local smelters at Trail and Nelson. The C. P. R. to whose manifest interest it is to develop the resources of the district as much as possible, have already disclaimed any intention of standing in with the combine, and have furthermore announced their willingness to lower rather than raise the prevailing freight rates, so that we hope at least for fair play in that quarter.

The discrimination, as everybody knows, is meant to apply only to wet ores, or those carrying a high percentage of lead; but it may not be so generally understood that from the rapid development of dry ore properties and consequent increased tonnage, of this character combined with the improved conditions which now obtain the shipments from the district as a whole are showing a gradual decrease in metallic contents. Thus, the average percentage of lead for the years '95 to '99 inclusive has been as follows: 50.5, 54.8, 45.7, 47.0 and 38.7. A continuation along these lines will tend to greatly simplify the problem of home treatment, but apart from this, it appears to be merely a matter of furnace capacity when the lower grade silicious ores of Rossland will be able to supply all that is needed to treat the Slocan ores economically right here in British Columbia.

Later returns seem to indicate that my original estimate of production for last year erred on the right side in being considerably below the mark; there can now be no question that in tonnage at least the year 1900 will show a record output. Prognostications are so often wrong that but little reliance attaches to them; all being well, however, the Slocan hopes to turn out from forty to fifty thousand tons of ore during the succeeding twelve months.

Ore is being moved rapidly from both the Hartney and the Hewett, and it is not at all improbable that the Emily Edith which has been undergoing steady development for over two years and should shortly be heard from to some purpose, will take advantage of the conditions to realize on several cars which are now ready for shipment.

A project is on foot for driving a monster tunnel through Silver Mountain commencing above Silverton and emerging at or near the town of Sandon. Needless to say the people of this section will welcome such an enterprise with open arms, as being the one thing needed to finally dispel the fast fading illusion that the ores of the Slocan play out with depth.

The Chapleau mill, the starting of which was referred to last month, has so far proven no exception to the established rule where new methods of treatment are involved, or rather old methods for new ore. The saving on the plates is announced as unsatisfactory, which may mean a variety of things of course, and a cyanide plant is to be installed at once with a view to remedying matters. The outcome will be awaited with considerable interest not only by the shareholders in the concern, but by technical men throughout the Kootenays.

RECENT PUBLICATIONS.

THE COAL and Metal Miners' Pocket Book. The Colliery Engineering Company, Scranton, Pa.

The sixth edition of this valuable handbook has been received. The staff of *Mines and Minerals*, the large force of mining, mechanical and electrical engineers connected with the International Correspondence Schools and many other engineers and mine managers have contributed to it. All this material has been carefully sifted, verified wherever possible and combined with the data in the former edition. By careful selection and re-writing or by different methods of presentation, it has been possible to include essentially all that was in the fifth edition and at the same time to add from one-third to one-half again as much entirely new matter, without materially increasing the size of the book.

Oil Engines, by A. H. Goldingham, M.E.: Spon & Chamberlain, 12 Cortlandt street, New York. The growth in the use of oil as fuel makes this book a timely one. It has been written with the intention of supplying practical information regarding the kerosine or oil engine.

Engineering Magazine: Works Management Number. *Engineering Magazine*, 120-22 Liberty street, New York.

The January number of the *Engineering Magazine* contains over 300 pages and deals especially with the problem of works management. The classification and compilation of the matter and the method by which the problem is attacked and a flood of light thrown upon an obscure and different subject are beyond all praise. It was once said of a writer that his