

first-class road is 30 miles ; and to Stirling, 15 miles. From the latter, railway communication will very shortly extend to the front. A railroad and steamer have also been running for some time from Blairton, a short distance west of Marmora, to the town and port of Cobourg on Lake Ontario.

(3) *Mineral features.*—The part of Marmora on which this location occurs, is occupied by a series of gneissoid, syenitic, and other crystalline strata usually referred to the Laurentian Formation. These strata in the location under review have a general north and south strike, and their dip or underlie is uniformly towards the west at an average angle of about 40°. They are interstratified in several places with remarkable bands or lodes of auriferous mispickel, associated principally with quartz, but containing also in places small quantities of cubical pyrites, mica, calcite, magnetic iron oxide, and other substances. In addition to small strings and so-called feeders of ore, four distinct bands of workable dimensions have been traced entirely across the location from north to south, or throughout a distance of 505 feet. Although running parallel with the stratification, the bands have all the characters of regular veins, and they may practically be regarded as such.

No. 1.—The east lode, or that nearest the river—as regards present development, is the principal of these veins. I propose, in this Report, to call it the “Gatling vein.” It presents at the surface a width of a few feet only, but widens rapidly on descending. A large shaft has been sunk upon it to a depth of about 90 feet, and other openings, one of about 20 feet in depth, have been made upon it in other places. At the period of my late visit, the principal shaft was partially filled with water (mostly from the surface), but I was informed that at its lower part, it showed a width of over 20 feet. When I examined it on a former occasion, at a depth of about 60 feet from the surface, it exhibited an evi-