

evolution of power production. In the event of steam power being used, the matter of fuel comes up, and as cordwood and coal can be delivered at Kamloops, the former by water, the latter by the Canadian Pacific Railway, and as the same means used for the transportation of ore from the mine to the railway could be employed for conveying the fuel from the railway to the mine, this does not present any insurmountable difficulties.

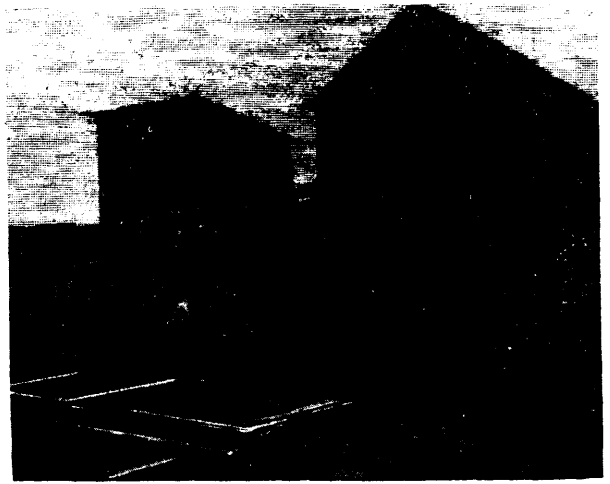
Although it may be some time ere this question of sources of power need be seriously considered in this camp, it is as well perhaps to give the subject some preliminary attention. For the present the drill and hammer with muscle and brawn do the work in shaft and tunnel, while the primitive hand power windless, or the whim suffice for the upraising of the products.

Perhaps the most promising copper-gold prospect in the Kamloops camp, judging from the present indications, is the Copper King. It is within three-quarters of a mile of the C. P. R. track, and about seventeen miles from Kamloops by waggon road. The ore is mixed bornite, peacock and pyrites, and assays from 40 to 50 per cent. copper, with high gold values, some specimens going as high as four ounces to the tons. The inclined shaft is down some 45 feet in ore all the way, with a 20-inch streak of high-class ore and five feet of low grade, yielding assays of from 8 to 12 per cent. in copper, with but little gold. Ore is being sacked for shipment, and the owners expect big things of their property when it is properly opened up. Negotiations are now on foot for the bonding of the Copper King and the adjoining claim (with the same owners), and notwithstanding the attack these claims have received, a good figure will be the price agreed upon. The set-back alluded to is the throwing up of the bond lately given on the Copper King on account of the inability of the holder to find anything warranting further expenditure. The expert who had the matter in hand missed the ore, leaving it by sinking vertically through and beyond it, threw up the bond, and so missed the opportunity of developing the property.

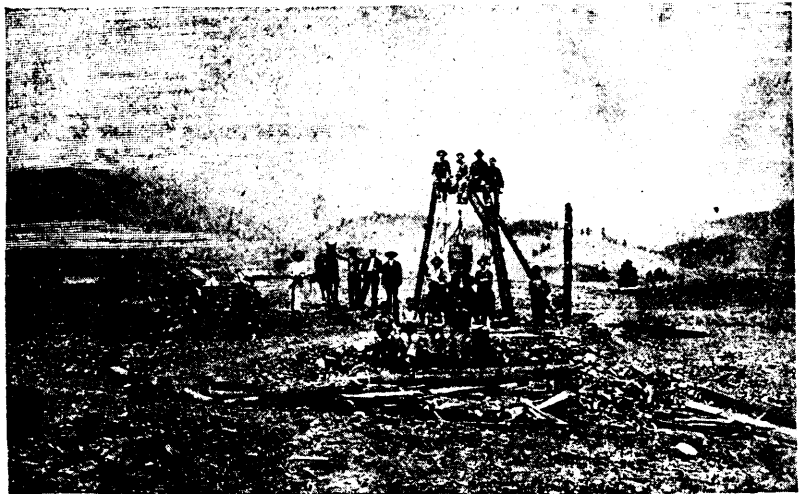
BOAT BUILDING AT LAKE BENNETT.

THE first photograph with this article was taken early last spring when the Klondike rush was at its height, and represents "a boat camp at Lake Bennett" where men having successfully crossed the passes set to work to construct such craft to convey themselves and their supplies down the lakes and the Yukon River to the heart of the gold fields at Dawson. Many of the adventurers have never before in their lives handled saw or axe and it may be quite easily imagined that some of the constructions—we can hardly describe them as boats—thus turned out, were of most bizarre design and of the flimsiest character, and very possibly the loss of life and the number of wrecks in the canyons and rapids may be accounted for on these grounds. Soon afterwards, however, a local company, incorporated in Victoria in January and known as the Victoria, Yukon Trading Company, sent 30 men, in charge of one of their directors, Mr. M. King, a well-known and experienced coast logger, to Lake

Bennett and in the face of most tremendous difficulties a complete saw-mill equipment, weighing altogether in the neighbourhood of 200 tons and including a forty horse power engine and boiler was transported over the pass—a really remarkable feat considering the then conditions of the trail, horses and men having to make their way through soft snow



SORTING ORE, POTHOOK MINE, KAMLOOPS, B.C.



THE POTHOOK MINE, KAMLOOPS, B.C.

in many places many feet deep and up-hill at that, dragging and carrying loads which would be trying enough on the level. At length, as is generally the case, pluck, perservance and patience was rewarded and by the middle of March the party arrived at Lake Bennett. The work of installing the machinery was commenced forthwith, and within two weeks from that time the steam whistle startled the silence of that grim north country, and a steam saw-mill was in full operation on the shore of Lake Bennett. Needless to say the mill could hardly keep pace with the enormous demand for lumber that immediately followed, for although prices would seem terribly "steep" to coast builders, to the prospectors, who with enormous labour had previously been obliged to whip-saw every foot of timber required for their boats, the saw-mill charges appeared wonderfully moderate. Many, however, preferred to purchase boats or barges ready built at the mill, and so the company found it necessary to send from Victoria a small army of competent ship's carpenters and boat builders,