

trict, up to the present time, lie upon Comstock Mountain. The formation here consists principally of diorite, quartzite, crystalline limestone and porphyritic dykes. This mountain lies upon the west side of, and parallel to, the Southeast Arm of the Sound, the locations extending along this mountain for a distance of two and a half to three miles. The mountain is cut by numerous strong fissure veins, varying from several to fifty feet in width—in some places the showings are as much as one hundred feet wide—with croppings of iron sulphides, carrying copper, and also a considerable percentage of silver and gold. Some of these ledges have been traced for an unbroken distance of over 2,000 feet. Some galena and lead is found mixed with the copper in one or two instances, but only one assay for lead has been made, yielding a return of 10.5 per cent. Other veins of almost pure iron sulphides, which will prove valuable for fluxing purposes, are also found. These sulphides closely resemble the best ores from the Trail Creek district. Although but little development work has yet been performed, numerous assays taken from surface ores have given values varying from 2.6 per ct. to 16 per ct. copper, and from trace to \$7.00 in gold, with from one to twenty ounces silver. The result of a number of these assays are as follows, the copper being figured at 11 c., although the market value is \$12.20 per cwt.:

No.	Copper.	Gold.	Silver.	Lead.	Total.
1	2.6 per ct.	\$1.20	.....	.....	\$ 5.82
2	3.2 "	trace	.....	.....	7.04
3	3.2 "	"	77 c.	.....	7.91
4	4.3 "	.....	1.1 oz.	.....	10.11
5	4.9 "	trace	1.4 "	.....	12.55
6	3.0 "	\$2.48	\$ 2.00	.....	11.08
7	5.2 "	trace	1.4 oz.	.....	12.23
8	5.7 "	"	3.04 "	.....	14.41
9	5.6 "	"	11.00 "	.....	18.37
10	5.9 "	\$2.06	5.2 "	.....	18.00
11	5.0 "	\$7.01	1.6 "	.....	18.93
12	2.0 "	\$1.03	1.9 "	10.5 pr ct.	24.11
13	6.5 "	\$4.12	5.2 "	.....	21.44
14	8.8 "	trace	9.2 "	.....	24.70
15	8.3 "	\$5.50	3.3 "	.....	25.50
16	9.1 "	\$3.10	5.4 "	.....	26.19
17	12.5 "	trace	5.6 "	.....	30.58
18	9.1 "	"	19.6 "	.....	30.80
19	14.4 "	"	9.0 "	.....	36.63
20	16.0 "	\$1.00	6.0 "	.....	39.62
21	12.1 "	trace	9.6 "	.....	31.90
22	10.6 "	\$1.03	5.0 "	.....	27.10
23	13.7 "	\$4.13	11.6 "	.....	40.99

This gives an average of \$21.52 on twenty-three assays, all from surface rock, the first half dozen being made before any prospecting had been done, and previous to the discovery of the stronger ledges, which have shown a uniformly higher value, especially in the copper returns.

Tunnel sites are plentiful, where depth can be obtained running upon the veins at the rate of foot for foot, in this manner approximating 2,500 feet in depth in some places on the mountain.

CONDITIONS FOR MINING AND SHIPPING.

On account of the numerous outcrops, development work could be commenced at a number of very favourable points, where tunnels could be driven or shafts sunk in pay ore from the surface. There is an abundance of water in Canyon Creek and its tributaries to

furnish power for drills and other machinery, and the dense forests upon the claims solve the question of timbering for all time. The configuration of the ground is such that a gravity system can be utilized for carrying the ores to tide-water, where deep-water vessels can lay close to the shore at any point desired. At the mouth of Canyon Creek there is sufficient open and comparatively level ground upon which to erect extensive concentrating and reduction plants, with a sufficiently large town-site to accommodate all the business likely to be developed, and where wharves, and all facilities for shipping can be advantageously erected. The most remote locations are not further distant than a mile and a half from tide-water, and the majority of them are within half a mile.

From the shore, water transportation to the smelters at Tacoma and Everett, should not exceed, on ten-ton lots, \$1.00 per ton, and for heavy shipments a material reduction of these figures should be made. Transportation rates from this district to Swansea, Wales, have been quoted at \$5.00 per ton, and the smelters at that point have offered to pay \$1.50 per unit per ct. for copper, and full value for gold and silver.

From tests made and figures obtained, the ores of this camp can be reduced at Tacoma or Everett, Wash., at a rate averaging \$6.00 per ton. However, should this district develop as expected, and as present indications imply, the ores will be smelted upon the ground, as all the necessary fluxes are in the immediate vicinity, coal of an excellent coking quality existing upon Rupert Arm of the Sound, and large deposits of limestone in the immediate vicinity of the camp, and the district itself, according to assay returns, will produce plenty of iron, silica, lead, etc., for all purposes.

The absence of ice and snow greatly facilitates mining and smelting operations, and supplies can be laid down here from Victoria, at the present time, at from \$4.00 to \$6.00 per ton, in small quantities.

TRANSPORTATION.

The Canadian Pacific Navigation Company is now operating a boat line between Victoria and Quatsino, leaving the former place on the 30th of each month, and making the round trip, touching at various other places along the route, in from eight to ten days. We are assured that as soon as business justifies it, this service will be increased and extended, and that more favourable rates will be established when the quantity of business warrants. In fact it is stated that hereafter the service will be a semi-monthly one, as the Coal Company has recently sent in two shiploads of machinery, and are preparing for extensive improvements, which will require a better service than has obtained heretofore. It is also stated on what seems good authority, that a saw-mill of from 50,000 to 75,000 feet daily capacity, will shortly be installed on the Sound, which alone would necessitate a weekly service.

The Sound can also be easily reached from Vancouver via the inside channel, by rounding the upper point of the Island, thus making an optional route of about equal length to that from Victoria.

The machinery for the dredges to be operated on the Quesnelle River, and built by the Olson Dredge Co., of Tacoma, Wash., has arrived at its destination. The scows are meanwhile being constructed on the bank of the river at the scene of operations, and it is expected that next month dredging will be in full swing.