

expenses an additional 50 cents, the total cost of winning the gold will be \$2.50 per ton. Yield \$3.50, as shown under the head of 'Mill Work.' Profit one dollar per ton.

The mode of working this lode would be by means of a vertical main shaft with lateral drifts and stopes on the course of the lode. The present opening is about 90 feet above the mill dam, and facilities exist for draining the surface water to the depth of 30 or 35 feet.

### VIII.—THE TUNNEL LODGE.

The Tunnel lode is in some respects similar to the Hill lode. It consists of the following aggregate at its eastern section :

1. Sandstone.
2. Quartz, 1 to  $1\frac{1}{2}$  inches.
3. Slate with seams of quartz, 2 feet.
4. Three small lodes, two of 1 inch, and one of  $1\frac{1}{2}$  inch, separated by a thin seam of slate  $1''$  to  $\frac{1}{2}''$  in thickness.
5. Felspathic sandstone, 14 inches.
6. Slate,  $3\frac{1}{2}$  inches.
7. Quartz lode,  $1\frac{1}{2}$  inches.

Total, 4 feet, of which there is 2 feet 10 inches crushing material. (Figure I., Sheet No. 2.)

At the western section in the Tunnel lode, a true vein, locally called a "Bull Vein," cuts it, as represented in Figure II. on Sheet No. 3.

This so-called Bull vein is important, and, although a prejudice exists against "Bull veins" in Nova Scotia, it appears to be without any foundation. Recently a "Bull vein" taken out on the adjoining property to the Strawberry Hill, showed large sights of coarse gold.

The true vein intersecting the Tunnel lode, varies from  $18''$  to 2 feet in thickness, and is well worthy of a fair trial. In its vicinity the lode it cuts or touches will probably be poor in the precious metal, owing to a transference of the gold from the older lode to the newer true vein.

The Tunnel lode has yielded 8 dwts. to the ton, but this was probably from selected quartz, the slate being rejected. A lode yielding 8 dwts. to the ton, and affording 2 feet 10 inches crushing mineral, would be very valuable.

It would be very interesting and probably very satisfactory, when the trolly roads are completed, to try the coarse crushing of