

may. Unlimited water-power is available for the transmission of power for mining and milling machinery, light, haulage, etc.

Sufficient development work has been done in different places, for several miles along these lodes, to demonstrate the fact that pay ore can be furnished in sufficient quantities now to run a 500 ton mill, and that in a year or so the mines could be opened up and placed in a condition to supply several thousand tons a day.

These great lodes will not long remain idle, as it is well-known that the large low-grade gold mines are the safest, most permanent and regular in paying dividends, of any class of mining investments.

Take as an instance, the Treadmill Alaska Mine, which has been paying from \$300,000 to \$400,000 a year, for the last ten years or so. This mine is worked by open cut or quarrying, and the lodes above referred to can be worked in the same way.

For the year ending May 31, '03, 237,225 tons of quartz were worked, yielding an average of \$2.94 per ton, including sulphurets. The cost of mining, treatment, etc., including all expenses connected with the business, was as follows:

Mining - - - - -	\$ 0.60 per ton.
Milling - - - - -	0.44 "
Chlorination - - - - -	0.17 "
General Expenses at mine - - - - -	0.07 "
San Francisco Office - - - - -	0.02 "
Bullion charges, Freight, Insurance, etc.	0.05 "

Total - - - - - \$ 1.35 per ton.

Leaving a profit of \$1.59 per ton, or \$377,203.65 for the year.

For the year ending May 31, 1894, the average ore worked yielded \$3.20 per ton. The expenses were the same per ton as the previous year, and the net profits \$429,918.00.

These East Kootenay lodes are as large, and can be worked as cheaply and with as much profit to the ton as the Treadmill Alaska, and will not long escape the attention of live mining men, and then we shall hear something from East Kootenay.

Average sized lodes of high grade ore are also found and are being opened up in East Kootenay, and I will endeavor to give you some details of what they are doing in my next.

EAST KOOTENAY.

A Good Idea.

The proprietor of the Manor House, Vancouver, B. C., which, by the way, is a most comfortable hotel, has hit upon a very good plan to attract attention to his house and at the same time advertise the resources of the Kootenay district. He has arranged a display of mineral specimens for the inspection of the guests staying at the hotel, and this is the way in which he announces the fact: "This hotel (the Manor) which has recently been refitted is now one of the most favorite stopping places, not only for up country visitors, but for the many travellers who visit Vancouver from all parts of the world. It appeared therefore that this was a suitable place in which to place the specimens."

The exhibit is a good one, and the following assays of the samples shown will be interesting:

Mine.	Copper per cent.	Gold per ton. oz. dwt. gr.	Silver per ton. oz. dwt. gr.
Le Roi.....	6.75	2 3 0	4 0 0
Josie.....	3.94	1 6 0	7 0 0
War Eagle.....	2.90	1 15 0	2 0 0
Boundary.....	1.20	0 13 0	1 13 0
New Strike.....	4.50	0 4 2	2 0 0
Gold Dollar (Boundary).....		0 17 3	1 0 0
Cariboo Mine (Camp McKinney).....		14 0 0	22 0 0
Gold Camp (Boundary).....		0 15 6	
Snowshoe.....	7	1 6 0	
Stemwinder.....		15 0 0	1 16 0
St. Barnard.....	36.13	0 13 0	27 0 0
Copper Camp.....	37.19	0 1 20	10 9 1
	Lead.		
Morning Star (Fairview).....	6.31	3 5 0	4 0 0
	3.30	1 6 3	56 3 17
	5	2 0 0	65 2 1
From various claims in the Sky- lark and other camps near Boundary Falls.	47.09	1 0 1	119 10 1
	27.06	1 3 6	90 0 3
	25	14 6	40 0 0
	5.71	0 1 3	47 0 0

Roads into the Cariboo District.

At a meeting held at 150 Mile House in the early part of last month to discuss, amongst other things, the best route of which to construct a wagon road into the Horsefly Mines now being rapidly developed, Hon. G. B. Martin, the Chief Commissioner of Lands and Works gave the following reasons why the Government of British Columbia assisted two roads into the district instead of giving all the Government appropriation to one.

Mr. Martin, after explaining what the policy of the Government was in reference to assisting in the development of the different resources of the province, said:—

The question which, it appeared to him, was exciting and troubling the minds of the residents of this part of the country was whether there should be any other road than the one via the 150 into the Horsefly country. The Government had granted \$500 to each road to assist in construction this year, and they had also expended \$3,000 on the road via the 108 Mile House, and he was informed on very good authority that the company represented by Mr. Hobson had constructed a considerable number of miles themselves on that same road. He explained that supplies coming from below would save at least thirty miles of travel by using the 108 Mile Road, but as agricultural produce from the neighborhood of the 150 Mile could be taken in more expeditiously by the 150 road the Government had also granted assistance towards the construction of that road. It would be manifestly unfair to compel teams to travel thirty miles out of their way to get into the Horsefly, when a good route could be found at the 108. It appeared to him that the settlement at the 150 seemed to be in a fairly prosperous condition, and he was very pleased to notice that fact.

Some remarks had been made at the opening of the meeting in reference to assisting private individuals and corporations, and he considered that a company which had expended in the neighborhood of \$300,000 to develop a mine which required a large amount of capital to open up, and a company that still was expending large amounts, was entitled to a good deal of consideration and the Government was justified in giving the trifling assistance they had done.

Referring to the remarks made by Mr. Borland, that it was assisting a private company when others had discovered the wealth in Horsefly and would have worked it, he thought the statement somewhat exaggerated. It took a large amount of capital to work these claims, and most unfortunately for the discoverers they did not have the necessary means at their command to develop the mines, and the mines would still be lying dormant if such companies as those represented by Mr. Hobson and Mr. Whittier did not see fit to invest large sums of money for their development.

The Slocan Mines.

The best known and most largely developed of all the mines of this district is the Slocan Star, situated on Sand n Creek. High up above the creek the ledge outcrops and then dips into the mountain at an anticlinal to the surface. Four tunnels at different elevations tap and cut the vein. The upper tunnel is 70 feet in length and cuts the vein 70 feet from the outcrop. It thus forms the base of an isosceles triangle, of which the vein itself and the surface are the two sides. No. 2 tunnel is 45 feet vertically below No. 1, and No. 3 is 135 feet below No. 2, while No. 4 is 425 feet below No. 1. These tunnels are all connected by winzes and upraises, and many feet of drifting along the vein has been cut. The vein at No. 3 is over 50 feet thick, of which the first 10 or 12 feet are first-class ore, requiring only to be bagged and shipped straight to the smelters. The assay value of this ore is 125 ounces of silver and 74 per cent. of lead to the ton. The amount of ore in sight is enormous. For the 12 months ending May 31st, last, 2,800 tons from this mine were shipped, of which 2,500 tons went to the Omaha and Grant smelters, and 300 tons to Tacoma. This ore had to be hauled down on skiffs to the terminus of the railway at Three Forks, a distance of some 5 or 6 miles. This year the completion of the Kaslo Railway will bring the cars close under the mine itself, and with such increased facilities the shipments will be much larger.

Other Slocan mines which actually ship ore are the Alamo, the Idaho and Cumberland, owned by a Duluth syndicate, who have erected a concentrator near Three Forks, connected with their mines by a gravity tramway; the Rueccau, Noble Five, Wonderful, Mountain Chief, Goodenough, Alpha and several others. The amount they sent out in the period mentioned above was close on 7,000 tons. The value, as declared to H. M. Customs, was \$100 a ton, making a total of over \$700,000.