

ed to the level of the adjoining lake, underneath which it appears to go. A tunnel on the same level as the railway track out 600 feet to the westward of the above described deposits, has been driven with the idea of ultimately striking the main deposits which outcrop so prominently on the top of the hill, assuming those veins to hold the same dip, northerly, which they show where opened on the top. The tunnel would require to be driven some 385 feet; at present it is only in 165 feet. Several small seams of ore were encountered, but nothing large enough to be economically worked was struck in that distance.

With regard to surface showings of ore on this property, it is probably unique, as the whole summit of the hill for a width of 400 feet or more, is a mass of outcroppings of ore of the finest quality. In one instance a huge bluff some 20 feet high of solid ore stands out. It is almost impossible to estimate the amount of ore in sight, but it is very considerable, and were proper facilities for handling the ore to hand, a very large daily output for years to come could be relied upon. Until more development work is done, the size and extent of the body of ore under the surface can only be conjectured.

THE COMING CAMP OF B.C.

The mining districts around Kamloops Lake have not yet received the attention which they merit from the outside world. Unlike many of the localities of British Columbia in which mines are situated they do not require the expenditure of large sums of money on lines of transportation before the ores can be handled with facility. The copper and cinnabar propositions of Copper Creek are close to the Lake of Kamloops, on the south side of which runs the C.P.R. The gold ores and the coal deposits of the North Thompson can be reached by steamer and also by the wagon road. The copper and lead ores of Shuswap Lake can be tapped by steamboat lines running from them to the C.P.R. at Sicamous, and the copper propositions immediately tributary to Kamloops are few of them more than eight miles from the railroad. It is in this last district, usually known as the Coal Hill district, that most of the money interests expended has been laid out. This, however, is a mere trifle in view of the large number of claims over

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