

WINDY ARM MINERAL LOCATIONS.

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NOTES BY W. F. ROBERTSON, PROVINCIAL MINERALOGIST.

The attention of the Provincial Government was drawn during the past summer to the reports of very successful prospecting on Windy Arm, a branch of Tagish lake, the claims being situated very near the boundary line between British Columbia and Yukon Territory, the 60th parallel of north latitude. In consequence, the Provincial Mineralogist, on his return from the Bulkley valley on October 10th, was requested to proceed to investigate these reports and to determine as to the location of the claims. He, therefore, left Victoria by the next boat, sailing on October 16th, arriving at Skagway on the 22nd and at Conrad City on the 24th.

The district in question is reached from southern British Columbia
Routes of Access. by steamer to Skagway, Alaska, thence over the White Pass and Yukon
Railway to Carcross—formerly called Caribou Crossing or Narrows.
Steamers from Victoria and Vancouver to Skagway run every week, with additional steamers
to Sound ports, on which the first-class fare is \$30. From Skagway to Carcross the
White Pass and Yukon Railway runs a passenger train every day, except Sunday, the year round. The
railway fare is \$12.25. From Carcross to Conrad City, the terminus on Windy Arm of the
aerial tramway from the Conrad Consolidated Mines, is a distance of about 14 miles by
navigable water. During the summer season transportation is provided here by the steamer
"Gleaner," which makes two trips a week, or by row-boat, while after the ice forms travel is
by sleigh over the ice.

Anticipating the necessity for direct railway connection into this new camp, the White
Pass Railway has caused two surveys to be made for a branch from its main line. One line
starts from Carcross and follows the shore line of Windy Arm to Conrad City, while a second
survey leaves the main line at Log Cabin, following down the watershed to Tutshi lake;
thence over a very low divide, only a few hundred feet high, to the south end of Windy Arm,
the west shore of which it follows up to Conrad City. This latter route, although much longer,
is said to be favoured by the railway, as it approaches the summit of the Pass by an easier
grade and is reported to admit of cheap construction, while from the southern end of Windy
Arm a spur could be run along the east side of the Arm to Conrad mountain, should the
mineral claims there located, upon development, fulfil the promise of the present surface
showings.

The Lewes river, the most important tributary of the Yukon river, has its source
immediately to the north of the Chilkoot and White Passes, which mark the dividing line
between Alaska on the south and the British possessions on the north. Through these passes
and by this water way has been the course of travel to the Yukon gold-fields. The river may
be said to begin in Tagish lake, which receives the waters of Bennett, Atlin and a number of
smaller lakes of the district. These lakes are all cut by the 60th parallel of north latitude—
the boundary line between British Columbia and the Yukon Territory—and are, consequently,
partly in each territory. In longitude they lie between the 134th and 135th west of Green-
wich. Windy Arm is an arm of Tagish lake extending in a southerly direction for nearly ten
miles from a point about five miles east of the Caribou narrows where Bennett lake flows in.
About one and a half miles of the southern portion of the Arm is in British Columbia.