claims, it is said about \$25,000 have been expended in development work. During 1900 this property entered the list of shippers, the ore being hauled to the Esquimalt & Nanaimo railway, about 1½ miles distant, and thence to Victoria and by steamer to the Tacoma smelter. The ore body averages about three feet in thickness, and the shoots of pay ore vary in length. The ore is a chalcopyrite of good grade.

MOUNT SICKER.

At Mount Sicker the mineralised zone appears to be much more extensive than at Mount Skirt. The most important working propositions, the Lenora and Tyee, are situated about six miles by wagon road from Westholme station on the E. & N. railway to Victoria, and from there by steamer. But during the early spring of 1900 a tram track was laid from near Westholme station to within about three miles distance from the mine. The shipments, under these conditions, were increased to about 30 tons a day, and the railway haul was short-

fissuring process has been so violent that the lenses of ore sometimes reach a thickness of thirty feet or more, as at the Lenora, but at others are narrow, and of limited extent longitudinally.

The Tyee mine, which adjoins the Lenora on the east, has been equipped during 1900 with machinery, including hoisting, pumping and compressing plants.

The underground workings on both the Lenora and Tyee mines are being prosecuted with vigor. The former, since the completion of the railroad, has been shipping about 60 tons of ore daily. The policy of the management of the latter is to develop and block out ore in sight with a view to erecting their own smelter on some site in the neighbourhood.

Development work has been prosecuted on the following mineral claims located in the vicinity of the Lenora and Tyee: Seattle, Copper Canyon, Queen Bee and Lord Roberts. Assessment work has been done on several situated between Maple bay, on the east coast of Vancouver Island, and Mount Brenton, to the



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ened to Oyster Bay or Ladysmith, where the ore wa reshipped to Tacoma by steamer. During the summer of 1900 a railway was built direct from the mine to connect with the E. & N. railway, consequently at the present time the freight charges on this ore are very materially reduced from those on the earlier shipments.

The altitude of the summit of Mount Sicker above sea level is about 2,000 feet. The country rock is principally schist, and would probably be cast as a sericite if microscopically examined. It apparently contains considerable chlorite and feldspar. The line of strike of this belt of schist is nearly due magnetic east, and the strike of the ore bodies conforms with that of the schist.

The structure of the ore bodies in this vicinity is similar to that of the large majority on Vancouver Island, which have come under the writer's observation, and should be classed as lenticular. The ore apparently fills fissures produced when the rocks were folded and contorted. The present cleavage planes of the schists on Mount Sicker are not the original cleavage planes of the formation.

At points along the line of strike of the schists the

west of Mount Sicker. The same mineralised zone appears to extend between these points, but to what further distance west is unknown.

At the present time the Mount Sicker camp is the most active metalliferous mining camp on the island.

A townsite has been surveyed and platted, and every indication points toward its building up into a permanent, prosperous and progressive town.

A short distance northerly from Mount Sicker the change in formation from the metamorphic or crystalline to the unaltered sedimentary rocks and coal measures occurs.

SAN JUAN.

The western portion of the Victoria Mining Division has not been as thoroughly prospected as has the eastern. The San Juan and Gordon rivers have been explored for considerable distances above their mouths, and several mineral claims located. Most of the ore bodies so far discovered are composed of immense deposits of high-grade magnetite, while others are bodies of pyrrhotite carrying some copper and gold values.