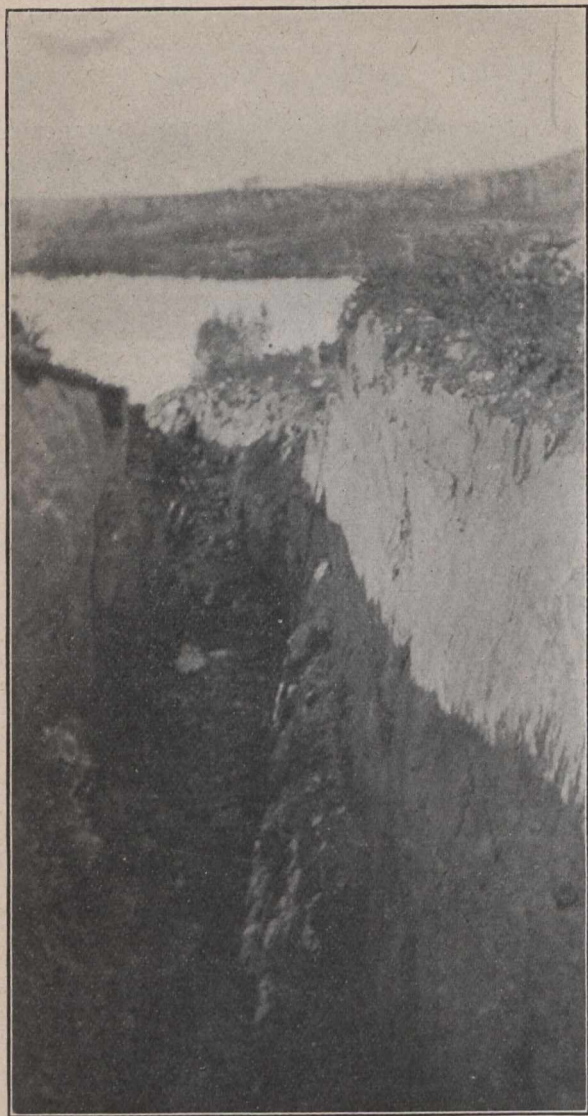




Open Cut running north from the shore of Coture Lake.

southwest, practically forms the third side of a triangle, for its northeast end reaches within three and one-half miles of the main line of the G.T.P., while the south end, or the foot of the lake, is within six miles of the Port Arthur branch of the G.T.P.

As much of the supplies for the building of this section of the Transcontinental Railroad east of Superior Junction were brought in over the lake, the contractors found it advantageous to connect the foot of the lake with the railroad by a six-mile spur. They then established a boat service on the lake, so that there is now a continuous water and rail connection with the outside world. In the old days freight was taken in by canoe from Ignace with great hardship, often at a cost of \$200 a ton; but now it may be billed through from any point and at most reasonable rates. The contractors announce that they are going to operate their spur line and boats to the advantage of mining people in the district. Once the main line of the Transcontinental is in operation facilities for getting in freight will be even better and the rates lower. Since nearly all the properties now being developed in the Sturgeon Lake district are either on islands in the lake itself, or on the shore, and since steamers are now landing passengers and freight on the docks of all of these, it will eliminate much of the hardship and expense of

other days, and rapid development of the more valuable properties is sure to follow.

Sturgeon Lake itself is a beautiful body of water about 36 miles long and of varying width, sometimes up to two miles. There are numerous islands and a great many bays in the lake, the shore line of which is clothed with spruce, balsam, jack pine, poplar, etc. The country generally is rolling and is the haunt of many of our large game species. The lakes are well stocked with fish, the large grey trout predominating.

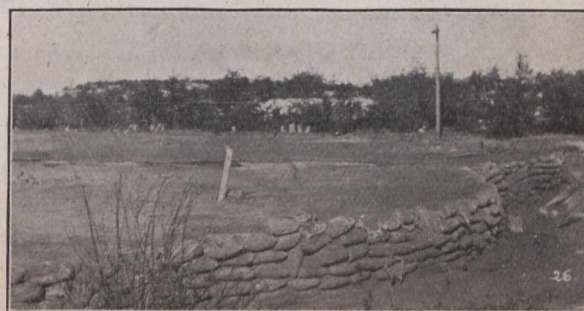
A visit to the various claims now being developed in this district shows that the summer is to be a busy one. At the Rainbow property, which is situated on an island about midway in the lake, there is a showing of blue quartz in a vein some 30 inches wide which carries values on the surface, and in the shallow pits, which were sunk on the vein. The values also extend into the wall rock for about two feet, thus giving a probable total width of about four feet of milling ore. This property is owned by English capitalists and work is being pushed vigorously under the supervision of a mining engineer of wide experience in Australia and the West African gold fields.

Besides the Rainbow property there are many other locations upon which a good deal of work has been done, such as the Douglas, the Dawson, the Whalen, the Faucett, and the Covenay. None of these, however, has reached the producing stage. The only property on the lake that has been developed that far is the St. Anthony, which is situated at the head of the lake and which has recently been acquired by Toronto investors. The property is in charge of Mr. J. C. Houston, formerly manager of the Right of Way mine, Cobalt. Mr. Houston, "Joe" to his familiars, is thoroughly acquainted with the Rainy River and Lake of the Woods mining camps.

The following facts are taken from Mr. Houston's report. The samples were taken by him and assayed under his supervision:

Geological.

The main vein has a north and south course, while the contact between the schist and granite runs in a northeast and southwest direction with a varying dip towards the southeast. Thus the values are partly in schist and partly in granite. The character of the enclosing rock does not seem to have much influence on the ore as the samples show just as favourably in the north end which is altogether in the granite, as in the south end which is wholly in the schist. The veins in the schist appear to have more regularity than in the granite. All of the ore so far mined on the property has been taken out of an open cut at the south end, as indicated on the plan and longitudinal sketch shown herewith.



Old Tailings Dump