

pyrite and quartz. These ore bodies are wide and apparently continuous, the veins widening as depth is reached; some have run as high as 40 to 66 ft. in width. The average values in gold, silver and copper combined are \$32 per ton.

At present the leading shipping mines are Le Roi, War Eagle, Center Star, Poorman, Iron Mask, Cliff, Velvet, Monte Cristo, Sunset, No. 2, Deer Park, and Giant. A number of other mines are being worked, and the list of mines shipping ore is constantly increasing. Over 3,000 tons of ore is being shipped from the mines of Rossland every week, the value of which is over \$90,000; and the monthly pay-roll is over \$100,000.

As showing the prospective value of developed mines in this great camp, the controlling interest in the famous Le Roi mine recently sold for over \$3,000,000, while the Center Star was sold to Toronto parties for \$2,000,000. This, however, is not a poor man's country, as it requires \$25,000 to \$150,000 to develop even a good mine into paying property. Electro-chemical ore-reduction works have been constructed near the city, which will enable the low-grade ores, carrying as low as five dollars a ton, to be worked at a profit. The deepest mines are now working at a depth of 700 to 800 feet.

Again boarding a train on the C. P. R., we are soon rapidly descending the mountains, through Trail and on to Robson, where we re-cross the Columbia. Crossing the Kootenay River at Kootenay Bridge, we are soon running along the shore of Kootenay Lake. The moonlight shimmers on the rippling surface, and touches the great mountain wall with an ethereal radiance. After a while electric lights twinkle in the distance—we round a curve—the mountains seem to recede—we are in a vast amphitheatre—the whistle wakes the echoes of the everlasting hills, and we come to a stop at

NELSON,

the commercial metropolis of West Kootenay. Nelson is a handsome little city of 5,000 population, charmingly situated in an amphitheatre with an arm of Kootenay Lake on one side and a great semicircle of mountains on the other side. The town has filled the level space along the lake, which is the business section, and is spreading up the mountains. Across the lake, which is here about two miles wide, the mountains rise in a great wall, peak on peak as far as the eye can reach. It is a pleasant surprise to one who expects to find a raw mining town of shacks, hastily built. Though but eight years old, the buildings would do credit to any city; and the hotel accommodations are equal, in everything conducing to the comfort of the traveller, to a town of twice the size. There are one daily and three weekly newspapers, a fine waterworks system, electric lights, and construction is begun on a system of sewerage. There are first-class free schools, churches of the leading denominations, and three hospitals—one public and two private.

This is the distributing point for a wide area, and is destined to be the wholesale and manufacturing centre for interior British Columbia. Among the manufacturing interests may be mentioned two saw mills, with a combined capacity of 60,000 feet of lumber daily, a brewery, with a capacity of 9,000 barrels per year; the Nelson Soda-Water Factory; the Kootenay Brick and Lime Company, with capacity of 3,000,000 brick annually from their new plant; and the Nelson Iron Works, manufacturing engines, boilers and mining

machinery. The Hall Mines Smelter is the largest industrial enterprise. It has a capacity of 350 tons of ore daily, and employs 250 men. An aerial tramway connects the smelter with the Silver King mine, four miles away on Toad Mountain.

The transportation system of the West Kootenay Country converges at Nelson. The Canadian Pacific has three branches entering here: the Columbia and Kootenay, connecting with Slocan Lake; the Columbia and Western from Rossland and Trail, connecting with steamers on Arrow Lakes; and the Crow's Nest Pass division, completed last fall, and bringing the fine coal and coke of the Crow's Nest Pass to the doors of smelters and factories. Connection is had with the railway system of the United States by the Nelson and Fort Shepard Railway, reaching southward to Spokane in connection with the Spokane Falls and Northern. Two lines of Steamers connect Nelson with all points on Kootenay Lake, and with Bonners Ferry in Idaho. The Canadian Pacific operates a line of handsome steamers on the Lake, while steamers of the International Navigation Company ply to lake points and to Bonners Ferry.

This is official headquarters for the Nelson Mining District, the government offices being located here. While not so exclusively a mining town as the others mentioned, mining is already an important industry, and is destined to constantly increase as the many fine prospects now being discovered are opened and developed. Tributary to Nelson are many mines, all of which are now being worked, these mines being principally in granite, diorite or slate, and are gold, silver and copper properties, with some free-milling gold ore. With untold wealth in her mountains, cheap coal and coke, the centre of a far-reaching transportation system, giving her direct communication with the markets of Eastern Canada, with the Pacific Coast on the west, and with the United States on the South, and with the entire local territory of the Kootenays, and, above all, progressive citizens working for her best interests, Nelson should be assured a bright future.

On a day when the clouds wept and the mountains were seen through a driving sheet of rain, we boarded the handsome steamer Kokanee, of the C. P. R. fleet, bound for Kaslo. Passing out the West Arm, we enter Kootenay Lake proper and cross to Pilot Bay, where there is another large smelter. Here the lake is about six miles wide, and the wind has kicked up quite a rough sea, which causes the timid ones to feel rather nervous. Landing here for a short time, we again proceed. Night has closed in, the storm is abating, and before we reach Kaslo, forty-five miles from Nelson, the stars come out and the blue vault above is soon a twinkling expanse of heavenly beauty. Finally electric lights vie with Nature's lamps, and we tie up at the wharf in

KASLO.

This is a town of about 2,000 population, beautifully situated on a lovely little bay, and surrounded by high thirty miles distant, by the Kaslo and Slocan Railway, and with all points on Kootenay Lake which, with Kootenay River, is navigable for 160 miles.

Kaslo has churches, a good public school system, graded streets, good hotels, electric light, and an ample supply of pure water. Among the business interests are a saw-mill and an ore-sampling works, where ores are sampled and bought, thus enabling many mine owners of small means to work their mines,