

many auriferous streams of the district. Should, however, the report of the successful working of dredges elsewhere prove well founded, it will mean much for Cariboo, as many of our streams are particularly well suited for working in this manner.

Quartz Mining.

If I except the undertaking by Messrs. Lasell and Hanauer, two local men, to develop further the property of the British Columbia Milling and Mining Co., nothing worthy of mention has been done the past year. The persons mentioned, however, having secured an option on this company's property, caused the deep shaft to be haled out, when some two tons of rock were extracted and sent out for treatment. I am informed that the parties have since then been successful in financing the enterprise, and that arrangements are now under way to open and work the mine in a systematic manner as soon as the spring opens up.

Railway Prospects.

This report would be incomplete without some reference to the strong impression at this time prevailing that the Yellow Head Pass of the Rocky Mountains, and presumably the Goat River Pass in the Cariboo Range, will be adopted by at least one of the lines of railway at present building from the east toward the coast. Nothing perhaps could be done that would so effectually bring to light the dormant resources of the Cariboo district.

The outlook for Camborne camp appears to be distinctly promising. The Eva mines, which from the time of the installation of a 10-stamp mill to date have produced nearly \$120,000, are likely to soon be provided with the power drill equipment and larger milling capacity requisite to reduce costs and place this meritorious enterprise on a proper profit-earning basis. The Great Northern Mines, Ltd., owning the Oyster-Criterion mine and stamp mill, according to an advice received by the *MINING RECORD* from a correspondent in England, will probably shortly be in a position financially that will admit of this property being worked to advantage. The Gold Finch Mines, Ltd., is stated to now have adequate funds for operating continuously the Gold Finch mine and 10-stamp mill. The company owning the Silver Dollar is putting in power plant, stamp mill, aerial tramway, etc., preparatory to producing, development work having disclosed the occurrence of ore in quantity and value sufficient to induce those directly concerned to provide money for plant, machinery, etc. The Del Rey is stated to have opened up a gold-quartz vein about 20 ft. in width. The Beatrice is doing development work that is expected to make the mine a steady producer. The Mammoth is reported to be developing satisfactorily. Altogether Camborne camp bids fair to become in 1906 one of the most productive sections of the Lardeau district.

PROGRESS MADE BY THE WEST CANADIAN COLLIERIES, LTD.

DURING the period of a little more than four years that has elapsed since its original holding of coal lands was first opened, the West Canadian Collieries, Ltd., has developed into a large undertaking, the importance of which may be gauged by the statement that the company has a capitalisation of £720,000, holds 20,000 acres of coal lands, is working two collieries having a present production of more than 1,000 tons of coal a day with a steadily increasing output, operates a privately built and owned railroad seven miles in length, and possesses the only battery of Belgian coke ovens in Western Canada (of which there is but one other in the Dominion—in Nova Scotia). This enterprise is one of the big factors in the industrial life of the Crow's Nest Pass and is full of promise for the future, as the company plans to soon considerably extend its operations.

The history of the West Canadian Collieries, Ltd., states the *Frank Paper*, dates from the advent in The Pass just four and a half years ago, of Messrs. J. J. Fleutot and C. Remy. These gentlemen were then the Canadian representatives of the company known as the Gold Fields, Ltd., of B. C., which then was and still is heavily interested in mining operations in British Columbia. The town of Frank was not then in existence, but the development of the Frank mine had been commenced, and Messrs. Fleutot and Remy hearing of it, became interested and visited the neighbourhood to investigate. The visit resulted in a determination to extend the field of operations of the Gold Fields, Ltd.

With the big ideas that have since crystallised, but being content to begin in a modest way, a few hundred acres of coal land were acquired on Gold Creek, north of Frank, in the Grassy Mountain coal zone. During the summer of 1901 a number of men were put to work prospecting and "The French Camp" was established. Only superficial prospecting was done that year, but the following spring the work was largely extended. The first season there was only a pack trail leading from Frank to the property, and all supplies had to be packed in. Early in 1902 a wagon road was built and immediately the construction of a railroad to connect the property with the Canadian Pacific railway at Frank was begun. The railroad was completed that season to what is now known as No. 1 camp, and was ready for operation when the spring should come. Meanwhile, development had been pushed ahead, and during the winter of 1902 and 1903, Mr. Fleutot went to France and organised the West Canadian Collieries, Ltd. This organisation was effected April 2, 1903. The Gold Fields Co. transferred its holdings to the new company, and all was in readiness for a big season's work when the company's plans were interfered with by the rock slide of April 29. About half a mile of the railroad at the end connecting with the C. P. R. was buried by the slide and by rock to a depth rendering rebuilding