

fires, which made further ravages. The rising town of Watson went up from earth in a chariot of fire.

In the destruction of roads, bridges, buildings and chattels, and the attendant paralysis of business Kootenay lost some hundreds of thousands of dollars in the summer of '94.

In the midst of this destruction the Halls returned from the Old Country with substantial capital, secured for the development of their mine. Mr. A. B. Hendryx landed at Pilot Bay and promised to complete the smelter and put it in operation, the Nakusp and Slocan Railway was finished, and more thousands of tons of ore were shipped. The splendid concentrating works of the Slocan Milling Co. were erected near Three Forks, and a concentrator was also put upon the No. 1 mining property at Ainsworth.

The record of 1895 is one of prosperity and progress.

At Nelson the Hall Mine Co. have greatly extended their workings upon the mine. They have constructed a tramway for the conveyance of ore to the water front at Nelson and have erected works upon an adequate scale for the treatment of the product.

The Pilot Bay smelter has been in operation almost continually, and has shipped some 3,000 tons of bullion.

The Blue Bell mine, its principal feeder, has been developed into a vast quarry of ore, and has had heavy machinery and steam power put upon it. At Ainsworth the No. 1 mine has been steadily worked, with good results, and the Skyline has been demonstrated to be one of the great mines of the country.

The Kaslo and Slocan Railway, postponed from year to year since 1892, was begun in April and finished in December. It is 30 miles in length and gives to the larger part of the Slocan camp the easiest possible outlet to Kootenay Lake.

The chief promoters of this road are: Alex. Ewen, John Hendry and D. J. Munn, of New Westminster. Aside from a land grant of no great immediate value, they have had no public aid, and they deserve the highest credit for the enterprise and perseverance they have shown in carrying to completion a scheme of great public utility, in the face of much discouragement.

To meet the competition offered by the construction of this road to Landon, the Nakusp and Slocan Railway has been extended to the same point.

These two roads now afford access, on easy terms, to the bulk of the Slocan camp, and many mines are going on with active development. The Slocan Star Co. have built a tramway and concentrator. The owners of the group of mines tributary to the Slocan concentrator have built a tramway. The Washington Co. have built a concentrator, and a multitude of other owners have attacked their mines or prospects with renewed courage.

Public attention has been in a measure diverted from Kootenay and Slocan Lakes in 1895 by the wonderful development in the contiguous camps of Rossland and Trail.

The mountain spurs and ranges between the line of the C. P. R. and the southern boundary of the Province constitute an empire of mineral wealth which even yet has been explored only in the most superficial way. We whose fortunes are for the time identified with the established points in the country have no reason to complain of extensions of the area of known productiveness.

During the seven years passed over in this paper, we have seen more accomplished than we could have reasonably expected. During this period we have been dependent upon capital attracted from outside sources for all development. We have now the fair promise of large production of wealth, and this will be used in further development, and progress will be in geometric proportion to what we have had in the past.

The Trail Creek Mines.

BY J. R. REAVIS, EDITOR ROSSLAND MINER.

The entire value of the ore shipped from the Trail Creek Mines during the year 1894 was \$125,000. This came from three mines, the Le Roi, War Eagle and the Josie, all situated on Red Mountain, near the present town of Rossland. The shipments for 1895, up to October, aggregate 17,027 tons, the value being \$636,000 in gold, \$33,000 in silver, and \$66,000 in copper. Average value in gold, \$37.35 per ton; in silver, about \$2 per ton; in copper, about \$4 per ton; making total average value about \$43.35 per ton. The aggregate tonnage for the year will reach 23,000 tons, which, at \$43 per ton, would be worth \$989,000. This is almost \$1,000,000 for the year 1895, which is a very remarkable increase over the value of shipments for 1894. Of this sum something more than \$200,000 has been paid out in dividends. This is a brief epitome of Trail Creek. It is certainly a very satisfactory showing. The first ore in Trail Creek was found as early as 1887, but no serious development work was done for several years after that. Gold had never before been found in considerable quantities under similar conditions, and mining men were incredulous as to any profitable results that might follow the opening of the veins. The surface showings, however, were very strong and very extensive. It was soon discovered that Red Mountain, about whose base the beautiful town of Rossland has been built, was the centre of this new gold field. Here was located, in 1890, the Centre Star, the War Eagle and the Le Roi, three mines which are destined to be among the foremost gold producers of the world. The ledges upon all these claims were so plain to the eye that they could be followed with but little difficulty. The predominant constituent of these surface showings was iron and it was found that this iron carried gold from a trace up to \$400 per ton, and that there was everywhere a percentage of copper. The ore was Pyrotic and few of the prospectors and miners of the North West knew anything about it. The veins cut the formation, the country rock being dioretic, which is low gold bearing eruptive rock. In 1890 a syndicate from Spokane (an American city in the State of Washington, just across the international boundary) purchased the Le Roi, and in 1893 Spokane people purchased the War Eagle. A wagon road was built from Red Mountain to Trail Landing, on the Columbia River, a distance of seven miles, and in the fall of 1893 a shipment of 70 tons was made from the Josie mine, which gave a smelter return of \$43 per ton. This gave the first real impetus to the development of the Trail Creek mines. In 1894 both the War Eagle and the Le Roi became regular shippers, the former property being under the management of Patrick Clarke, one of the most capable mining men in the North West.

The rapid increase in the output of these two mines, the large and regular ore bodies discovered in each, and the confidence which they instilled in the minds of all who saw them, brought a large number of prospectors and mining men to the camp in the spring of 1895, the town of Rossland sprang up in a day as it were, and the whole of the surrounding country was prospected and laid out into claims. Mineral showings were found everywhere. Over 1,000 locations were filed within a few weeks, and some properties were bonded at very high prices. Immense iron capped ledges were found north, south, east and west of Rossland. It was soon discovered that the mineral zone extended far beyond the limits of Red Mountain. In the meantime the monthly output of the established mines went on increasing at a rapid rate, and the War Eagle paid a dividend of \$30,000; two dividends of \$50,000 each from