

On commencing operations, it was found necessary to enclose the island with crib-work. The first cribs put down were twenty feet wide, and were soon carried away. New ones had to be constructed, which are sixty-five feet wide, said to be the heaviest and strongest crib-work in Canada; and they would require to be so, to withstand the winter storms of this latitude; as a wharf constructed during the winter at Prince Arthur's Landing was carried away when the ice heaved, and the steamers have to lay out, and discharge their freight into scows.

The Silver Islet Company own four small steamers or tugs, which they employ solely in their own work, exclusive altogether of freight. As yet there are no roads, which will be very difficult and costly to make, owing to the rocky nature of the country; so the lake is the present highway. On their wharf we noticed quite a number of barrels containing ore, addressed to the "Wyandotte Silver Smelting Company, Mich." From the weight marked on each, we found they ran about three barrels to the ton; and although some specimens of the ore have proved an assay of \$5,000 to the ton, yet, on the most reliable authority we could obtain, the average value would be \$2,000 to the ton, or say \$700 per barrel. By the end of this season, 2,000 barrels will have been shipped, making an aggregate of \$1,400,000 worth of ore, as the product of this their first year's operations.

The head of Black Bay is twenty miles to the north-east from Silver Islet. Here a Mr. Gooding, of Chicago, is prospecting a mine, and will have a road to make six miles to the mine.

After visiting Fort William, and going some distance up the Kaministiquia River, we returned to Prince Arthur's Landing, which is head-quarters of the mining interest in this locality. Through the kindness of friends, we had a good opportunity of visiting and inspecting Jarvis and McKellar Islands; the Trowbridge, Shortiss, Carson, Bennett, Withers