

War Eagle, Iron Mask, Cliff, O.K., Josie, Poorman, Crown Point, Nickle Plate, Kootenay and Columbia, Centre Star, Jumbo, Lily May and Evening Star. During the coming year there are likely to be at least twenty mines around Rossland shipping ore. Hitherto the drawback to production has been lack of proper transportation facilities, but as we have already shown a new era in this respect is dawning upon Rossland. With sufficient railway facilities the output of ore from the Rossland mines will be enormous. The Trail and Nelson smelters have doubled their capacity and still will be unable to cope with the work offered them. Only the other day the Trail smelter was treating nearly 400 tons per day. The Pilot Bay works will have to be re-opened without delay, and there is room for other smelters just as soon as the question of fuel is satisfactorily settled. No time then is to be lost in pushing through the Crow's Nest Pass Railway, which will settle that problem for ever. That Rossland will have smelters of its own at an early day is plain to be seen. The nearer home the smelters the better it is for the mine owners. Electricity will probably be a factor in smelting, and already a plant on that principle is spoken of. Activity and progress in mining and smelting is everywhere in the air, and will assume shape before the close of 1897. That one great central smelting point will yet be established in Kootenay is evident, but where the site will be remains a matter of conjecture to be solved only when railway construction in the country is more advanced. This, however, will not prevent local smelters from being erected wherever they can be placed advantageously. The time is not far distant when the lowest grades of ore from the Rossland mines will become valuable as transportation and smelting facilities improve. The permanency of the camp was established some time ago so that active mining operations will more and more demonstrate its position as one of the richest gold mining camps in the world. B.

THE MINES.

There are, as already pointed out, fourteen mines at Rossland which may be termed shippers and this number will probably be increased to twenty or more during the season of 1897. Mr. Wm. A. Carlyle in his report on Trail Creek made mention of the following:

Le Roi	Josie	Red Mountain
War Eagle	Monte Christo	Cliff
Iron Mask	St. Elmo	Jumbo
Virginia	Mayflower	O.K.
Poorman	California	Great Western
Centre Star	Nickle Plate	Enterprise
Idaho	City of Spokane	Evening Star
C. & C.	Georgia	Iron Horse
Columbia & Kootenay		

And on the South Belt near Rossland:

G. R. Sovereign	Homesake	Palo Alto
Crown Point	Lily May	San Joaquin
R. E. Lee	Deer Park	
Maid of Erin	Commander	

Most of these were reported upon as in good condition and with considerable development work done. Fourteen, as already shown are looked upon now as shippers although some of the others might be placed in the same category. Since Mr. Carlyle's report other claims have come into prominence, of which we may mention the following: Caledonia, Consolidated, Mugwump, Homestake, Nest Egg, Silverine.

The whole ground around Rossland is staked off into claims and a list of their names would occupy

more space than we can spare. But of the forty we have mentioned we do not think that we are going too far in saying that half the number will be shipping ore in 1897. A description of all the claims in the camp is of course impossible, but in the Directory of Mines which the publishers of THE RECORD intend issuing in January all worth mentioning will be given.

Fort Steele Mining Division.

THE mining interests of this section of British Columbia made good progress during the past year in spite of the inadequate facilities for the transportation of ore. As we are at present situated all the ore has to be shipped per boat to Jennings on the Great Northern, and as last summer it took three steamboats during the season of navigation to carry out 4,000 tons of North Star ore, it stands to reason that other means of transportation will have to be provided before the other ore-producing mines of the district can be placed on a paying basis, which, of course, means that the construction of the Crow's Nest Railway has become a matter of absolute necessity to the welfare of the country, but just as soon as this road is built a great many of the various mineral belts of the section will be opened up and developed into ore-producing mines. At present all these vast deposits of mineral are practically laying idle for want of railroad communication. When one considers the vast number of valuable discoveries that have been made in this region within the last few years, combined with the rapid development of the adjoining West Kootenay District, it certainly does seem strange that more active measures have not been taken to connect this section of the country by means of a railroad with the other portions of Canada. Just take into consideration the following description of the mineral resources of the district, and then judge for yourself:—

Commencing in the south-eastern portion, we find on a branch of the Flathead River and only a short distance south of the proposed railway line large coal-oil springs, which are apparently inexhaustible, the oil also having been proved by geologists and experts to be of the very best quality. Going a little further north to the valley of Elk River, right in the Crow's Nest Pass itself, we find really immense bodies of coal, comprising large seams of bituminous, anthracite and Cannel. Riding along the Crow's Nest trail, which follows the bottoms adjoining Elk River, the coal can be seen for miles as it crops out between alternate ledges of sandstone, high up on the mountain side, some of the seams being over 30 feet in thickness; then following the trail up Coal Creek, a tributary of of Elk River, over the Coal Creek summit and down to Michel Creek, another tributary, a distance of over 10 miles, coal can be seen in place all the way, in fact there is no doubt but that this is the biggest and richest coal deposit yet discovered on the continent. Leaving Elk River where it enters the Kootenay Valley and going south along the western slope of the Rockies on the east side of the valley for a distance of 15 miles to the International Boundary, numerous veins of high-grade copper ore have been located. The most important discoveries in this spot have been made adjacent to the boundary line, in fact it is a matter of doubt whether some of the claims are not in the State of Montana, the boundary line never having been cut out across the divide. Going north from Elk River and still following the eastern side of the valley, a mineral belt is found which extends for a distance