

after the formation of the quartz vein, as the latter is continuous on each side of the fissure.

"I went over the whole mine and it is unquestionably a valuable property. Quite recently some small quartz veins containing gold have been discovered running nearly parallel to the worked vein, and it is possible that at greater depth they may unite and form a large vein.

"I returned to Pilot Bay that evening by the steamer *Alberta*, spent part of the night in watching the smelting operations, and the next morning Messrs. Herrick & Gordon kindly placed their steamer at my disposal and accompanied me to the Blue Bell mine. This is the principal source of supply of ore to the smelter, and is owned principally by Mr. Henryx. It is probably one of the largest bodies of ore in the world. It is composed of carbonate of lead, galena and copper, the total width of the vein being 193 feet—namely, carbonate 100 feet, galena 87 feet, and copper 6 feet, the copper being between the carbonate and galena. Five thousand tons of ore were taken out in one month by forty men, and the average daily output is now 180 tons with thirty-eight men all told. The mine has not been proved much more than a hundred feet below the surface, and although it is of low grade, averaging only about ten ounces of silver to the ton, it is impossible to say what discoveries may be made with greater depth. A diamond drill is about to be put in operation in order to lay out the mine in depth and width.

"The steamer *Alberta* called at 10 a.m., and took me over to Kaslo, where I spent the Queen's Birthday. There were over a thousand people gathered there, and horse races, regatta and athletic sports were the order of the day, and through the well organized arrangements of the Mayor, Mr. Keen, and his council, all passed off to everybody's satisfaction. The next morning I left by stage at 7 a.m. for Three Forks, distant 30 miles. I much regretted that I was unable to visit Ainsworth, but my time was limited.

"The following day I started early for the Slocan Star mine, which is about five miles from Three Forks and two miles from Sandon, which is to be the terminus of the Kaslo and Slocan Railway. A large amount of development has been done upon this mine in a systematic and business-like manner. The vein is capped with a specular iron and iron sulphuret for about 100 feet, with spots of galena here and there. It is about eight feet in width on the surface and widens to twenty feet. The body of solid galena after the iron capping is passed is a sight to see, and reminds one of the Arabian nights, as it sparkles and glitters like a million jewels. Two thousand five hundred tons of ore has already been shipped and it assays very high in silver—up to 170 ounces.

"Four tunnels have been run to strike the vein. The last struck the seam at 600 feet, where it was even richer than in the higher tunnels. The vein runs through blue slate diagonally to the strata. Across the valley high up the mountain and at the point where the Slocan Star seam should touch if it were prolonged, we find the Eureka mine, of the same character as the Slocan Star and probably a continuation of it. A tramway is about to be built to connect the mine with the terminus of the Kaslo and Slocan Railway, and there is little doubt that the Slocan Star will prove a noted mine in the mining history of the world. There are tens of thousands of tons of ore already in sight.

"I returned to Three Forks that afternoon and walked down to the concentrator which has been built to treat the ores from the Idaho and Alamo mines, which are also extremely rich. The arrangement of the concentrator is very complete and it has a capacity for treating 100 tons of crude ore per day with a total of eight men. Six thousand tons of ore have already been taken out of the Idaho group, and 4,500 tons have been passed through the concentrator. A tramway between the mines and the concentrator will be completed in July, when it will recommence work. The mines are tributary to the Nakusp Railway.

"The next day I made my way by the Nakusp Railway and the Columbia River to Trail Creek. The scene at the Trail Creek landing was most inspiring—piles of copper ore were

lying on the wharf, and about thirty four-horse waggons were employed in bringing the ore down from the mines at Rossland, seven miles distant. I took the stage, which was crammed with passengers, and the road is so cut up with the heavy traffic and bad weather, that it took four hours to accomplish the seven miles. Rossland is the picture of a busy mining-camp. There are already over a hundred houses and about a thousand people in the camp. The provincial revenue amounts to over \$2,000 per month, and it will soon be doubled and trebled.

"There is a group of mines in this neighborhood all producing a similar kind of ore out of similar rock, namely, a hard hornblende diorite. The ore is iron pyrites and copper pyrites containing silver and gold. The veins run in all directions, and the War Eagle and the Jose unite at almost right angles. The whole place is full of veins and many of them are being worked in force.

"The War Eagle mine has six parallel veins on the surface. It has run two tunnels, 600 and 350 feet respectively, and a third is now being driven to tap the vein 500 feet below, which it is expected to do in 1,600 feet. The vein of almost solid ore averages about eight feet. The walls in many places are smooth and show slicken-sides, and from many indications it looks as though the whole body of rock had been subjected to some enormous pressure, which had broken up the structure, and in some places faulted the veins. The ore is rich in gold, silver and copper, and averages throughout about \$50 to the ton—in some places it goes up to \$280.

"The Le Roi mine almost adjoins the War Eagle and is equally rich. The copper pyrites in this mine averages from 1½ to 5 ounces of gold to the ton, and the decomposed vein on the surface goes 3 ounces of gold to the ton. There must be quite 150,000 tons of ore already in sight in this group of mines and 3,500 tons per month are now being shipped. The capabilities of this portion of the district are undoubtedly very great, and with proper regulations and management can be made a source of great wealth to the province. I went through three of these mines from end to end and can vouch for the importance of them to the province, but I regret to say that at present all the ore is going out of the country into the States. This should not be, as a smelter at Nelson and an extension of the Columbia and Kootenay Railway to opposite Trail Creek, and a tramway from the mines to the mouth of Trail Creek would give the mine owners advantages equal to any they could get elsewhere.

"I have merely mentioned briefly a few of the principal mines which I visited *en route*, but there are a number of others of great importance and which are being developed, and there cannot be any doubt that the two Kootenays will become renowned as one of the great mining centres of the world."

Happenings at the Mines.

ALBERNI.

It is understood that a five stamp mill is on the way from the East, and will be placed on Mineral Creek, for the purpose of aiding in the development of the ledges there.

The Warspite, Victoria, Alberni, Chicago and Missing Link claims on Mineral Creek have been surveyed by Mr. Ralph, and applications for crown grants to them have been made.

Every day brings news of further discoveries of gold-bearing ledges in Alberni district. The mountains are swarming with prospectors, and before the season ends, many other finds will undoubtedly be made.

A number of samples of ore from a large deposit just discovered on Granite Creek, were lately brought in from there. These show rich in copper and carry silver. Mr. Sutton, on behalf of the Government, has secured several boxes of samples from the various claims in the China Creek basin, including the marvellously rich rock found in the Missing Link, on Mineral Creek, and placed them on exhibition in Victoria.

Development work has recently been done on the Eureka gold quartz claim, near Alberni, owned by Messrs. Brethour