

gave me some very valuable information in reference to the geology of the country.

In concluding my report of the Island Mountain ledge, I might state that I consider it one of the best and easiest to be worked ledges that I have ever seen, and I have been practically following gold mining for the last 30 years, and from the result of the ore that I have treated it not only shows a good paying ledge but a permanent one. There is no doubt that, if properly handled, it will prove remunerative to the owners for many years to come.

I also examined your mill and machinery, which consists of stamps (10), ore feeder, a 60 horse power engine, and three boilers, with a capacity of furnishing steam for another engine equally as large as the one on the ground, which would be power enough to run 40 stamps with ease. All the machinery appears to be in first class order, and with very little expense can be placed on the site located by you for a mill.

I would recommend that the St. John's tunnel be driven in this winter to a depth of from four to five hundred feet, so that an air shaft can be sunk somewhere in the neighborhood of the mouth of the Walker tunnel, which will give you free ventilation and open up a large body of ore, so that when you get your mill ready for work in the spring you will have your mine in a condition to slope out ore at a very little cost in sufficient quantities to keep your mill going and twenty stamps more if necessary. Moreover, I think by the tunnel being run to that depth a much richer and larger body of ore will be struck that will surpass anything found yet. I would also recommend that in driving the tunnel—which will be the working tunnel—that the same shall not be less than six (6) feet high, and seven (7) feet across, with a drainage of one (1) inch to the rod. I recommend that size of tunnel, for should additional reduction works be erected—and in all probability