

PROGRESS IN THE TROUT LAKE DISTRICT.

(By R. Leckie Ewing.)

IN some respects the progress made by the Trout Lake District is disappointing in others there is no cause for complaint. The great drawback to the whole district is still the want of adequate transportation. None but the highest grade ore will stand the excessive transportation charges. Con-

country as a whole is one of the largest mining sections in the silver lead belt of British Columbia; it has been and still is one of the least accessible. The mountain ranges are very lofty very rugged and very difficult to conquer by either trails, roads or railways. In spite, however, of the great difficulties under which the district has laboured, progress has been continuous and under the impetus of railway building, 1901 is likely to mark an epoch in the district's history, and place it in the posi-



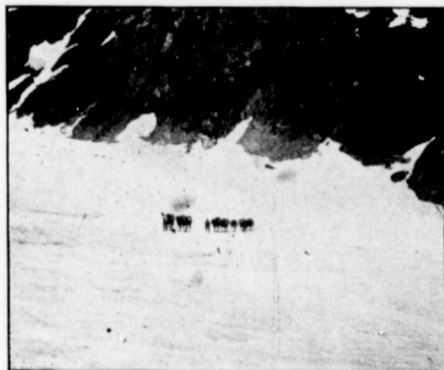
EMPIRE GLACIER, TROUT LAKE DISTRICT.

sequently the development of the district as a productive mining district has as yet been small in comparison with its resources. On the other hand the exploration made during the season of 1900 has amply demonstrated that the resources of the district are both large and rich and from this point of view the season's progress is a matter of congratulation to everyone interested in the province's industry. The Lardeau

tion among productive areas of the province, which its resources entitle it to occupy.

Only twenty miles of railway are required to connect Trout Lake with the C. P. R. system at Arrowhead. The grade is an easy one and it has already been surveyed.

The camp is a wonderfully rich one, prospects are numerous and attractive in every way and the certain amount of develop-



PACK HORSES CROSSING A GLACIER, TROUT LAKE DISTRICT.



SEVEN-MILE WATERFALL, TROUT LAKE DISTRICT.