

Besides the open-cuts, the main development has been by means of a tunnel 600 feet long. This tunnel shows practically no iron ore, with the exception of a little near the portal, which is, however, of a poor grade and much inferior to that seen in the surface cuts.

At a point 40 feet in the tunnel there is a whiz down 18 feet following an irregular contact between argillite and granite, but, contrary to expectations, no hematite of commercial grade was found. The tunnel continues through granitic rock for some distance, when another band of argillite was encountered and crossed through. Beyond this the tunnel continues through 200 to 300 feet of granite to where a schistose rock was encountered. The tunnel was continued on into this schistose rock for some distance, and this is the rock at the face of the tunnel. This schist carries a considerable percentage of iron pyrites.

It is unfortunate that so much work was done in this tunnel without producing any material results in the way of proving the property. In the opinion of the writer, some further development of the iron showings on the surface would have given better information as to how the lenses of ore occur, and, with more complete information as to dips and strikes, the tunnel could probably have been driven to better advantage. With several open-cuts showing iron ore on the surface along the route of the tunnel, it would be reasonable to suppose that, had these lenses of iron ore any great downward extension and a real development, iron ore would have been exposed in the tunnel.

CONCLUSION.

This deposit of iron ore is as yet an undeveloped prospect, without much proved for or against it. There is no possibility of estimating, at the present time, any appreciable tonnage of reasonably assured ore, or even of probable ore. At no place is there more than a few tons of ore proved up. It is possible, however, that further development would reveal a continuity between the different outcrops and so show a considerable tonnage of ore.

The geographical situation of the property is such that the property, even with a large tonnage of ore proved, would be only of potential value. Iron ore could only be taken to a possible market by means of rail transportation. With this iron-deposit a very large tonnage would have to be proved before it would be worth while building a railroad for the hauling of the ore. It is, of course, possible that in the future a railway may be built to develop the natural resources of this section and in that case transportation would be provided for any deposit of iron ore.

LIMONITE (BOG) ORE DEPOSITS IN THE SKEENA MINING DIVISION.

The following is the report of J. D. MacKenzie:—

"The bog-iron ore property owned by the North Pacific Iron Mines, Limited, of Prince Rupert, is situated on Limonite (Sumult) creek, a tributary of the Zymoetz (Copper) river, thirty-eight miles east of Copper City, on the Skeena. It is six miles west of the summit of the Zymoetz River-Telkwa River trail and about forty miles from Telkwa. The property consists of blue claims on the north side of the creek, covering approximately 375 acres.

"The largest of the deposits on the property, shown in the accompanying sketch-map, was examined by the writer and is described below. He was later informed on good authority, however, that other, smaller, similar deposits occur at higher elevations on the mountain-side, farther back from the creek, but these were not visited by him.