

means of a steam shovel, thus economizing in the cost of loading.

"Shipments of ore were commenced in July, 1900, and during that year 64,535 tons were sent to the smelter. The output for nine months of 1901, ended Sept. 30th, was 168,620 tons, making an aggregate tonnage to the latter date of 233,155 tons. At the Canadian *Mining Review's* estimate of \$5.00 per ton this would give a gross value of \$1,165,775. With the tonnage increased to 1,200 tons a day, as will shortly be done, these mines will yield at a similar valuation \$600 per diem; but this is by no means anywhere near their limit of daily production, (which it is planned to next year further increase to about 2,000 tons a day) so easily accessible are their enormous ore bodies. The mines are well equipped with improved machinery and plant, and have too, commodious and substantially built accommodations for about 500 men, there being at present rather more than 300 on the pay roll.

"The smelter is now running two blast furnaces, these together treating nearly 600 tons of ore a day. Two more furnaces are overdue to arrive at the works, and these should be in operation before the end of the year. This addition will increase treatment facilities to about 1,300 tons a day. It has been decided to increase the number of furnaces to six early in the new year so as to enlarge the capacity of the works to about 2,000 tons of ore daily. Two copper converters will also be installed here shortly and these with other betterments also being made will bring the equipment up to the most complete and important copper-producing plant in Canada.

"Adverse criticism regarding the big capitalisation of the Granby company may or may not be warranted, but surely the proper time for this was when last year an authoritative public announcement was made of an intention to increase to \$15,000,000 and not when rumor usually most carefully ignored by reliable journals, concocts a story entirely at variance with the facts. The Canadian *Mining Review* has now added to its reputation in the interior mining districts of the Province of being a 'knocker,' so far as mining in British Columbia is concerned, evidence that either ignorance or prejudice so influenced it that it did not take the most ordinary precautions to verify its information before making sweeping reflections upon the status and management of an extensive and thoroughly genuine mining and smelting enterprise."

TRAIL AND ROAD REQUIREMENTS OF VANCOUVER ISLAND.

By W. F. BEST.

UP to the present time nearly all the mineral claims that have been located on Vancouver Island are close to the sea shore, or adjacent to some of the many inlets and estuaries which indent the coast line between Cape Beal and Quatsino sound.

The dislocations of the rock formation near the sea have resulted in a more or less broken and faulted condition of the lodes and ore bodies thus far located.

To trace faulted veins and distorted ore bodies for any considerable distance requires more capital than the average prospector can command, and as a consequence there are many claims near the salt water which, perhaps in time, may prove productive, which for the present are undeveloped because superficial exploration has revealed a lack of continuity in the ore bodies.

The mineral deposits of the interior of the island are,

at the present time, almost "an unknown quantity" because dense forests and luxuriant vegetation bar the way of prospectors who might wish to penetrate beyond the vicinity of the coast line.

At a few points, notably at Mount Sicker, the comparatively undisturbed rock formation of the interior of the island has been reached by miners in the vicinity of geological conditions of ore deposits.

The success attending the development of the district mentioned should certainly be an incentive to further search in the more solid formations of the interior. It is a well-known fact that extensive stratigraphical horizons exist on Vancouver Island which are favourable to the accumulation of large deposits of the economic ores.

It has been proved by observation in Europe and America that the zones of productive ore are located within a very short distance of lines of upheaval similar to those existing through the central section of the island. Such being the case, it would certainly be excellent policy on the part of the government of British Columbia to provide at least a few main arteries of communication between the coast and the interior by building certain pack trails at suitable points.

Such trails would serve as a base of operations for exploration in all directions through the interior of the island.

There is no doubt that money so spent would result in the discovery of important mines, and institute an era of prosperity such as has not been experienced.

As points for the termini of useful trails, one might mention a line joining the Nimkish river and the Tahsis canal (by way of Canuma lake). Also a trail from Salmon river, by way of Crown mountain, to Muchalet Arm or Nootka sound. Two or three such trails across the island, with a few lateral branches, would be sufficient to encourage prospectors to examine the very promising rock formations of the interior and would, without doubt, bring to light abundant mineral wealth that is now inaccessible for want of just such means of communication as here indicated.

DEVELOPMENT OF FERNIE COAL MINES.

DURING the time that Mr. W. R. Wilson has been general manager of the Crow's Nest Pass Coal company most remarkable developments have taken place in the organisation and opening up of the company's property. Mr. Wilson has left Fernie to accept a position in South Africa and the general sentiment is one of regret at his departure. He is a man who has an experience at mining which few men can boast of. He commenced work in a coal mine when only nine years of age and by study and hard work, at the age of nineteen, was made superintendent of the largest coal workings in England. At twenty-two he was general manager of a large mine in Staffordshire, the most dangerous mine in England at that time. Since then Mr. Wilson has held most responsible positions in America. Under his management the Fernie coke plant has been much enlarged and improved. Eighty ovens that had been erected under the supervision of Mr. Johnson, were put into operation shortly after the arrival of Mr. Wilson, then the whole system of tracks used for loading coke was reorganised and all the men testify to the convenience of the change. Work on 222 new coke ovens was commenced and has afforded employment to a large number of men for some months back. These new ovens it is expected will be completed and started up within a month.