

The Rich Jumbo.

The strike made in the Jumbo tunnel recently has developed into one of the largest and most important ever made in the camp. The men had gone through 11 feet of solid, clean, sulphide ore and were not in sight of the hanging wall. It runs fairly well in gold and carries some copper. One assay showed \$159 in gold, but careful sample tests made from day to day as the ore body was penetrated gave an average value in gold of about \$16. The value improves as the hanging wall is approached, as is generally the case in this camp.

The Jumbo is probably a great mine. Last August, the owners, Messrs. J. A. Finch and M. R. Galusha of Spokane, began development and have kept at it steadily ever since, doing all their work by contract. The claim runs southwest and northeast across what is known as Jumbo Hill, a low elevation west of Red Mountain. The east and west branches of Little Sheep Creek separate Jumbo Hill from Red and Granite Mountains respectively. On Granite Mountain, as the name implies, there is a complete change in the formation, the diorite disappearing, or nearly so, and granite taking its place.

Jumbo Hill is a solid diorite mass and the Jumbo ledge makes a very large surface showing: the well known iron cap being 40 to 60 feet wide. The theory most in favor is that the ledge is the same as that which cuts Red mountain from east to west and on which are located the Eddie J., Cliff, St. Elmo Con., St. Elmo, Mountain View and Nevada. Be this as it may, the Jumbo ledge is in the great ore zone which seems to have its western terminus at the eastern foot of Granite Mountain and which sweeps across the country to the eastern base of Columbia Mountain, a distance of over three miles.

The discovery of so strong an ore body in the Jumbo gives great strength to the whole west end of the camp. It is of especial value to the Gold King which adjoins the Jumbo on the south and southwest, the ledge apparently running right into that ground. But it strengthens immensely such claims as the Nevada, High Ore, Good Hope, Coxey and Mountain View, all of which are grouped in that vicinity.

Dredging.

Mr. E. J. Fader, manager of the Main Quesnelle Gold Dredging and Mining Co., and Judge S. D. Griffiths, of Tacoma, one of the directors, were in Ashcroft lately for the purpose of having their company, whose headquarters are at Tacoma, registered under the foreign companies act. The capital stock is \$250,000, and the head office in British Columbia is at Quesnelle.

The two gentlemen have just returned from an extended visit to the east and are arranging for the beginning of active mining operations. Mr. Fader, who is the inventor of an immensely powerful gold dredging plant, which it is intended to use on the company's lease on the Quesnelle River, stated that he had completed the shipment of all the machinery and supplies for the first dredging plant, and that they were now at Ashcroft. A considerable quantity of freight has already gone to the mine and the machinery will be moved shortly, it being intended to start operations about May 1. The boiler is of 40 horse power and the engines can gear the drum to over 100 horse power. This new method of dredging can be used in water even at as great a depth as 500 feet, the steel-toothed buckets of cast iron handling 400 square yards of dirt in ten hours.

Mr. Fader says that by careful prospecting last summer with a small plant, he had found on both the north

and south forks highly satisfactory results. The gold was coarse, running as high as \$17.50 a cubic yard, and the North Fork was found equally as rich as the South Fork. He had received information that the works on the Cape Horn lease on the North Fork were about completed; the cut across the point had been successfully made and the dam put in. From the prospects he had made last summer just below the Cape Horn property, would, he expected, turn out to be very rich. There were many points from that lease down that had never been worked, as they had hitherto been too deep for the individual miner to work with the rocker and cradle. Now, however, with the new methods and machinery this could be handled, as he had satisfactorily done with the small plant he had used last summer in prospecting.

The first work prosecuted by Mr. Fader, last summer, was on the South Fork, just above the bridge, and that proved to be very rich, the dirt going as high as \$17.50 a yard. An expert miner who had recently visited the Quesnelle River expressed his belief from personal experience that the South Fork from the lake to the forks, a distance of eight miles, was without doubt very rich in gold. In the canyons about the centre of that distance gold is still being picked in large pieces from crevices, when the water is low enough to allow the prospector to work.

"Speaking of the Quesnelle River in general," Mr. Fader said, "it passes through the rich gold belt of Cariboo and to my own knowledge, during the last year, companies have been formed representing collectively capital of millions of dollars, to operate in different ways on the river."

The Blue Bell Mine.

The Blue Bell Mine on Kootenay Lake, almost directly opposite the town of Ainsworth, was the first mineral discovery in West Kootenay, having been discovered by Douglas years ago. The property is owned by the Kootenay Mining & Smelting Company, composed of the Messrs. Hendry, Dr. Herrick, and other parties. In the fall of 1884, Dr. W. A. Hendryx visited Kootenay Lake for recreation, and found the silver prospects around Galena Bay, held partly by the Ainsworths, and partly by a man named Sproule. The Ainsworths were represented by Thos. Hammil, and between him and Sproule altercations and threatenings passed about their conflicting claims on the property, until one day Hammil was found shot and Sproule missing. Sproule was found and subsequently tried and convicted of the murder.

Some months before the murder, however, which occurred in 1885, the Kootenay Mining & Smelting Co. had been formed, and to this company Sproule had sold the Blue Bell, retaining an interest. Obtaining a charter from the Territory of Idaho, Dr. Hendryx put in a wagon road from the Kootenay Station to Bonner's Ferry, and over this route for many years the whole output of West Kootenay mineral was carried to the smelter. Until the close of the season of 1888, this road was maintained as a toll-road, but has since been sold to Kootenay County. Dr. Hendryx also put a small steamboat, —the Surprise—on Kootenay Lake in 1887. It was brought on wheels over the road already mentioned, and plied between Bonner's Ferry and where the port of Nelson now is. That year he also put on the same waters, the pioneer passenger boat, the Galena, which was a twin-screw propeller built at Bonner's Ferry, and which is still in existence. This boat and Mr. Fry's "Idaho" carried everyone into Kootenay from the south in the early days, and handled all the freight and ore of the whole district.