

The town of Nelson was laid out seven years ago; many substantial buildings have since been erected and principal government offices of the district are located there, as well as branches of the Bank of British Columbia and the Bank of Montreal. The population of and tributary to Nelson is probably 1,000 souls.

The largest body of ore yet found in Kootenay is at Blue Bell mine, situated on Kootenay lake about opposite Ainsworth. The tunnel, 1,100 feet in length, entered almost immediately upon stepping off the steamer, is, at the far end, 170 feet below the surface of the hill. Although ore has been taken out in places to a width of over seventy feet, the foot wall has not yet been found, and the vein has been traced for nearly a mile in length. It is composed of bi-sulphide and bi-carbonate of lead, galena and copper, value from \$11 to \$30 per ton. The ore is treated at the smelter at Pilot Bay, some seven miles distant, the mine being owned by the smelter company.

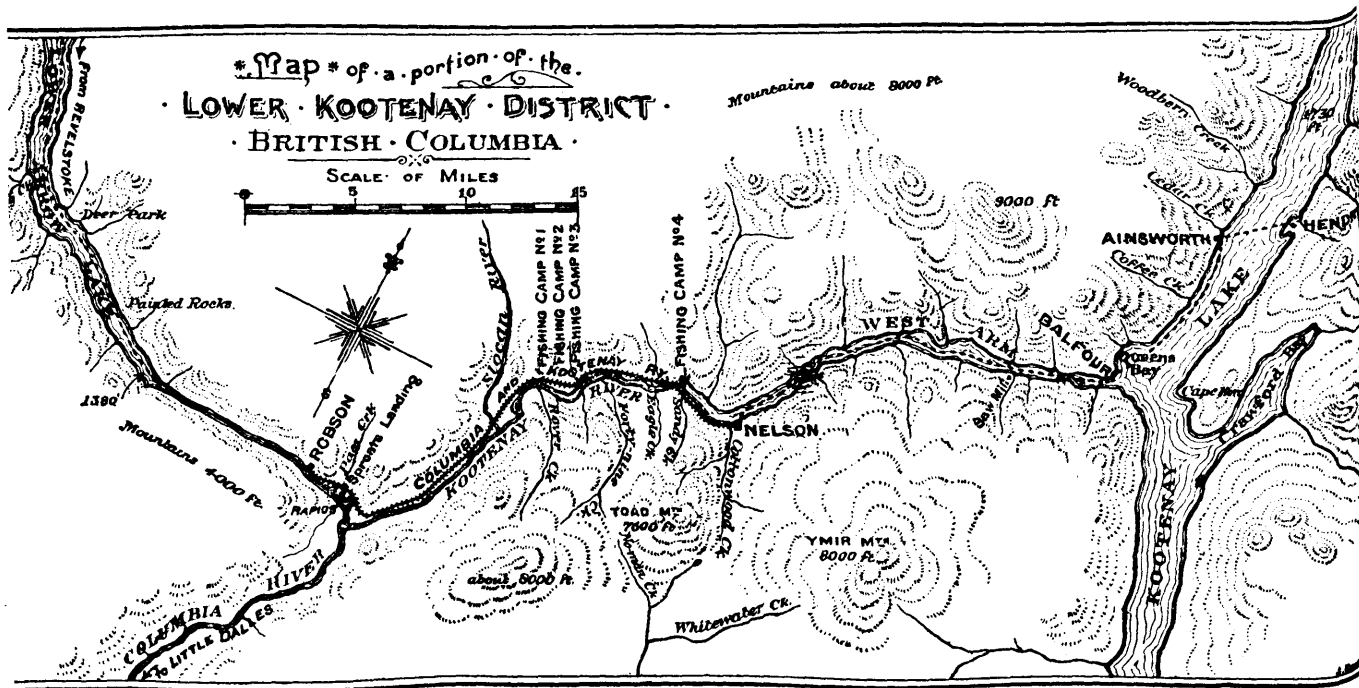
The Pilot Bay smelter is equipped with machinery of the most modern type and the arrangements generally are such that manual labor is reduced to a minimum in every branch. At the time of our visit 100 tons of ore were being treated daily.

Ainsworth, situated on the opposite side of Kootenay lake, is one of the oldest camps in the district. Some mines, tributary thereto, are being worked and produce silver ore proper, known as dry ore.

The town of Kaslo, ten miles north of Ainsworth, is a busy mining centre. It has only been in existence about three years,

also a very promising mine; development, commenced in August 1894, having paid from the start. The tunnels have been driven aggregating in length 300 feet, also an additional level to tap the vein 150 feet below the croppings. The vein stands nearly vertical with an average of nearly twelve inches of solid ore, and carbonates scattered through the ledge up to fourteen feet in width. One hundred and thirty tons of ore shipped gave 175 ounces of silver per ton and 75 per cent. of lead. The last mine visited was the Slocan Star, located on Sandon creek. Croppings in the creek led to its discovery in October, 1891. Extensive development has been carried out and the vein has been exposed to depth of 45 feet; at some points the vein is fifty feet wide, eight feet of which has simply to be broken, sacked and shipped. Three thousand four hundred tons of ore have been shipped from this mine, and averaged 100 ounces of silver per ton and 70 per cent. lead. There remain about 20,000 tons of concentrating ore on the dump. In connection with this mine a concentrating mill is being erected also a gravity tramway for transporting the ore from the mine to the mill. The Nakusp & Slocan railway affords several mines in this division the advantage of competitive rates with its rival, the Kaslo & Slocan. Twenty-eight mines have already shipped ore and in nearly every case arrangements are being made to continue shipping on a larger scale; as there is much development work progressing at numerous claims, the outlook of the Slocan division is very promising.

At Three Forks a mining town of very recent origin, there is



and notwithstanding serious reverses by fire and flood, it stands to-day on a more solid basis than ever. The Kaslo & Slocan railway is now being built from this point to Cody creek, with a branch into Sandon, distance thirty miles. It will probably be ready for traffic at the end of October.

We left the train 15 miles from Kaslo and proceeded to Three Forks by way of the Jackson divide and Sandon. En route the Northern Bell was visited, a mine upon which considerable development work has been done. Five hundred tons of ore have been shipped, averaging 90 ounces of silver per ton and 70 per cent. lead, and we found 200 tons more were nearly ready for shipment. The vein of concentrating ore varies from six feet to twenty feet in thickness. The ore vein of the Noble Five, three feet to four feet in width, has been disclosed to a depth of 300 feet, and the bottom is not yet found, nor is the length known. Three thousand feet of tunnels have been driven in and twenty men were continuing the work in day and night shifts. The miners work ten hours per day for which they are paid \$3.50. There have been shipped from this mine 1,800 tons of ore, and we saw several thousands of tons of concentrating ore on the dump, worth probably \$30 per ton. The shipping ore contains an average of 135 ounces of silver per ton and 73 per cent. of lead. The ore is steel, wavy and cube galena, and carbonates. Four-fifths of this mine is still owned by the locators. The Deadman mine adjoins the last named and the ore is of similar character. The vein is four feet wide and has been traced two hundred feet deep. About 300 tons of ore were sacked and ready for shipment, quality being equal to a carload shipped which averaged 150 ounces of silver to the ton and 40 per cent. of lead. The Last Chance, situated on the Noble Five mountain, is

concentrating mill in operation; another concentrator is to be erected immediately at the Washington mine.

Quite apart from the industry of mining proper, West Kootenay offers an excellent field for the investment of capital in concentrators and smelters, the necessity for which is an inevitable consequence of mining development. It cannot be very long before the need of refineries will have to be met.

The trade to the district is already large and rapidly increasing. Through the courtesy of the Canadian Pacific Railway Company, Mr. William Brown, assistant general freight agent, accompanied the party, and we understand will recommend, as occasion may require, the adoption of more advantageous freight rates between Kootenay and other parts of the province.

The route taken by the party lay through magnificent scenery, that on the Columbia river being especially grand. Few of the inconveniences so often met in travelling through a country were experienced and in this respect the tour was particularly enjoyable. The streams afforded excellent fly fishing, and trolling on the lakes can be engaged in with equal success; big game, such as caribou, bear, sheep and goats is to be obtained on the mountains, indeed the facilities for sport and travel are so great that they have only to become known to attract considerable tourist traffic.

Even if no new discoveries were made it would not be too much to say that the future of West Kootenay is assured. It should, however, be borne in mind that but a very small portion of its area has so far received attention at the hands of prospectors. Scarcely a week passes without news being received of fresh finds, all of a nature to encourage and strengthen the belief that, so far,