

the largest customer of the Northern Ontario Light & Power Co., in the Kirkland Lake district. The Company has given no guarantee of when the line will reach Kirkland but as estimated, the power should be available in October or November.

Boston Creek

At Boston Creek the Miller Independence has found another vein 500 feet north of the first discovery, which promises to be of great importance. Only a very little surface work has been done on it yet, but it shows free gold and some telluride ore in fair quantities.

At the R. A. P. Syndicate in Boston Creek all underground work is now proceeding under contract. In the 200 foot level another shoot of rich ore has been encountered.

MINERAL INVESTIGATIONS IN BRITISH COLUMBIA.

The importance of the mining industry and the possibilities of its development were emphasized by Hon. Lorne A. Campbell, Minister of Mines for British Columbia, in a speech on the second reading of the Government bill to devote \$200,000 toward the construction of roads, trails, and bridges to mining properties.

"The object of this Act is to aid in the development of mines," said Mr. Campbell. "It is a well known fact that in the early days of the province mining was the chief industry and was brought about by the early prospectors from the south of the line, who came to British Columbia and opened up the country by means of trails and roads at their own expense or by parties who were interested in prospecting. We find that when the country reached a certain stage of development these prospectors were assisted by the Government up to a certain percentage of the cost of said trails. Later, when ore was found in payable quantities, many of these trails were widened and turned into wagon roads and later were followed by railways. This applies more particularly to the interior of the province. The development brought about by the early prospector was the means of establishing an industry that has increased from year to year until today we find that the start of many other industries which have been established can be attributed to mining.

"At present all roads, trails, and bridges are under the Department of Public Works, and it is not contemplated in this bill that the Mines Department should in any way encroach upon the province of the Works Department, but that the latter shall be provided with extra funds to enable it to supply the special aid, as outlined, to mineral districts which in the opinion of the Minister of Mines are in need of such aid. The experience of the Public Works Department has shown that many claims have been made on the different district votes, more particularly for the construction of trunk roads and providing means of transportation for the settlers.

"In many instances the trails and roads to mineral districts receive only a very small proportion of the district grant, and it is the intention of the Mines Department to arrange that whatever portion of the general grant is available for roadwork in mineral districts, the work of constructing trails or roads will be carried on as in the past and that in the event of

a shortage of funds a certain percentage of the money available under the provisions of this bill may be used to carry to completion the work of constructing such trails and roads; but no expenditure will be made until such time as the Minister of Mines is satisfied that the expenditure is warranted.

The latter part of section 3 gives power to grant partial aid to parties who have found it necessary to construct their own roads, but no such aid will be given until such time as this work is completed and is inspected by an engineer, and if the work is up to the standard as established by the Government, and is approved, a refund, not to exceed 50 per cent. of the total cost, will be made on account of the expense of such work; and any such road built by private parties is as much open to the public as to the builders, because experience has shown that when roads so constructed become public property and open to the use of the public, other property is opened and operated.

"The reference I have made to Bill 77 leads me to make further reference to Vote No. 25, contained in the estimates this session, in which the sum of \$24,000 is provided for the Department of Mines for the expenses of temporary parties in the field, including salaries and travelling expenses. The amount voted for this purpose in 1915 was \$6,000; the increase this year had in contemplation an extra amount of field work to provide the data which will be required by the Minister of Mines in considering applications under Bill No. 77. I believe that many applications will be made for special aid under this bill, and in order that the department may be in a position to determine which applications are worthy of consideration, it is our intention to have at least one qualified mining engineer occupied in making examinations.

"Of late considerable interest has been taken in the iron deposits of the Coast district with a view to establishing an iron and steel industry. In this connection we have undertaken a special investigation for a report on the subject. I have already started one engineer in the investigation of the iron ore properties on Vancouver Island, and I intend, as soon as arrangements can be made, to have iron properties tributary to the Coast investigated, and possibly others in the interior as well.

"I have arranged for a party under a competent engineer to make a thorough investigation of the district in the neighborhood of Alice Arm, of Observatory Inlet, and north of Stewart, at the head of Portland Canal; this on account of the attention that is being attracted by the success attained by the Granby Company at Anyox, and by prospects which are showing signs that further development work will lead to the opening of other shipping properties. It is planned also to put several parties in the field to examine mineral locations along the mainland coast and islands adjacent.

"It is my intention, further, to have a party start at Hazelton, on Skeena river, and travel through a section of the country lying in a south-easterly direction, continuing to the line of the Pacific Great Eastern Railway. This district gives signs of much promise in indications of mineralization.

Still another party is contemplated to examine mineral discoveries northward from Vancouver and along the general route of the Pacific Great Eastern Railway. Other parties will do field work in the interior of the province."