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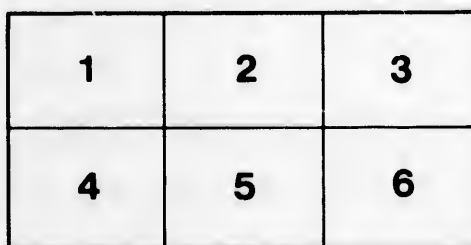
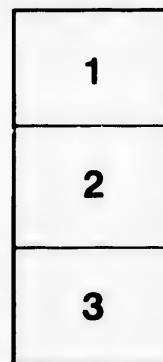
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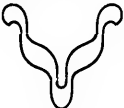
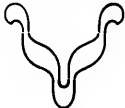
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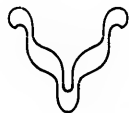
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# Queen Charlotte Islands

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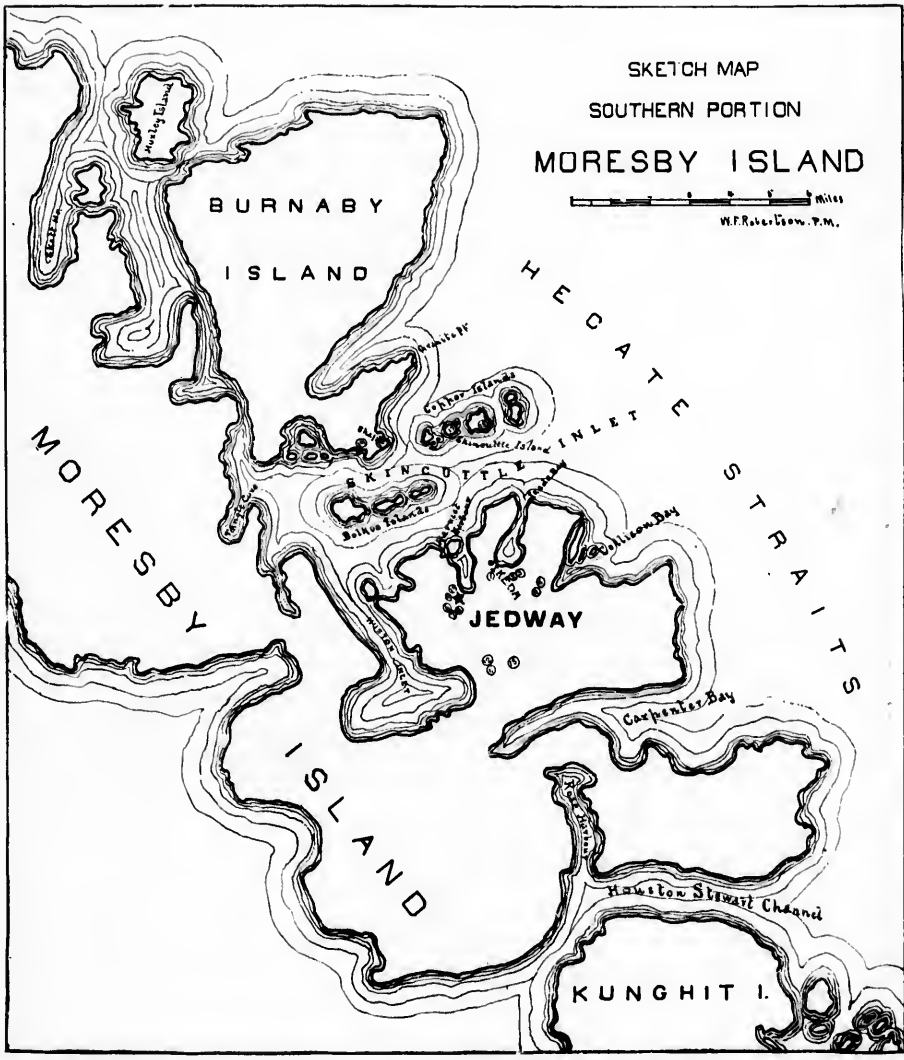
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# Queen Charlotte Islands

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THE Queen Charlotte group of islands lies between the 52nd and 54th degrees of north latitude and about 85 miles westward of the mainland, at the mouth of the Skeena River. The distance from these islands to the nearest of those islands lying adjacent to the coast of the mainland is from 60 to 70 miles across an open stretch of water—Hecate Straits—sufficiently open to the Pacific Ocean to share its waves and winds, which have proved enough of a barrier to prevent much intercourse by small boats between these islands and the mainland, while, until within the past year, communication by steamer was only to be had once a month. These islands, so commandingly situated off the main coast, have therefore remained sufficiently *terra incognita* to stimulate the imagination and create much interest, says Mr. Fleet Robertson.

In the earlier days the Queen Charlotte Islands were peopled by the Haida Indians—the finest and most warlike tribe in British Columbia—whose raids and incursions into the districts of the mainland and Georgia Straits, with, in many cases, the decimation of the tribes in these districts, forms an important part of the Indian history of the Province. The warlike character of the Haidas, coupled with the remote and insular position of the district, has undoubtedly deterred prospecting or any very close investigation, as is evidenced by the fact that the islands are to-day practically uncharted, save in a very approximate way.

The outline of the west coast of the islands, as shown on the Admiralty charts, is from a rough survey made by Vancouver in 1793, while cruising along the coast in a sailing ship. The east coast line is a little more accurately marked, as this was investigated in 1878 by the late Dr. G. M. Dawson, of the Geological Survey, who made a rough reconnaissance survey, the comparative accuracy of which, though a tribute to that wonderful explorer, still leaves much to be desired.

## Historical

The early voyages of discovery to the vicinity of the Queen Charlotte Islands, and, in fact, the entire Northern

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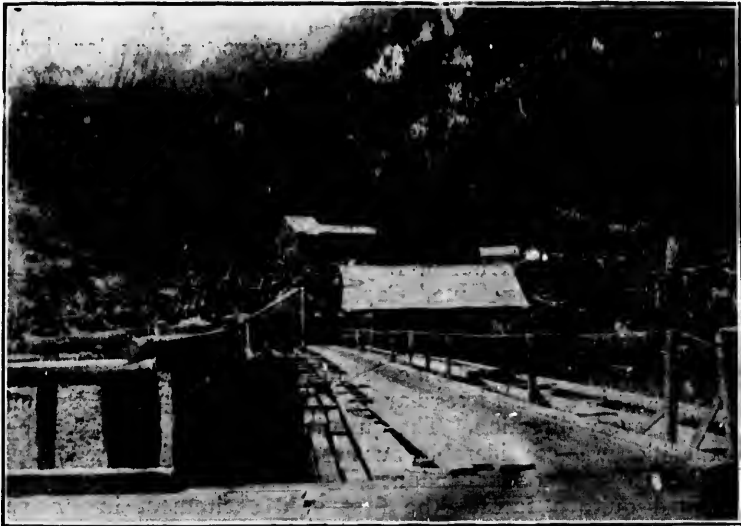
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Pacific coast, were all in search of a supposed northern passage for vessels from the Atlantic to the Pacific Ocean—in other words, a short waterway from Europe to China.

As early as 1592 the Spanish Viceroy of Mexico fitted out an expedition for this purpose under Juan de Fuca, who sailed as far north as Vancouver Island, although it is not known that he ever reached the Queen Charlotte Islands.

In 1639 the Court of Spain appointed Bartholemew de Fonte to command a squadron, fitted out in Peru, which sailed



Steam Boat Landing at Jedway, with General Store on Right.

in 1640. In June, 1640, he records entering an archipelago of very many islands, called by him St. Lazarus, in latitude N. 53 degrees—the latitude of the centre of the Queen Charlotte group—and that he sailed for many leagues through intricate channels between islands. These may have been the Queen Charlotte Islands, but some doubt has been entertained as to the accuracy of both these early voyagers.

In 1774, Juan Perez, in the Spanish corvette "Santiago," saw and named the north cape of Queen Charlotte Islands Cape de S. Margarita, but, finding no anchorage, did not land.

In 1775, another Spanish expedition, under Bodega and Maurelle, coasted along the shores of the islands, but did not land.

In 1787, Dixon, in the British ship "Queen Charlotte," spent over a month on the coast of the islands, tracing the west coast from the north to the south end and sailing up the east coast as far as Gumshewa Inlet, and named the group of islands after his ship. He traded with the Indians, buying furs, etc., the real object of his voyage.

During the next few years the islands were frequently visited by fur traders in British, French, Spanish and American vessels.

In 1792, Capt. George Vancouver, in H.M.S. "Discovery," arrived on the west coast of America, and during the next three years was engaged in a series of surveys and explorations which to-day form the basis of our present charts of the west coast of these islands.

Attention seems to have been withdrawn from the islands with the abandonment of the search for the "North-West Passage," until 1852, when H.M.S. "Thetis" visited the islands on a surveying expedition, followed, in 1853, by H.M.S. "Virago," and by H.M.S. "Alert" in 1860.

"In 1852, the Hudson Bay Company despatched a party of men in the brig 'Una,' Captain Mitchell, to discover the locality from which several specimens of gold had been brought by the Indians. This was found to be on Gold Harbor, in Kuper Inlet, on the western coast of Moresby Island. The gold was found in a small irregular vein, which soon proved to 'run out' in every direction. The quantity of gold obtained by the expedition was considerable, but has been variously stated. The enterprise was soon abandoned, but the discovery for a time created quite a furore—the first gold excitement in British Columbia—and the locality was visited by a number of miners, but with no further success."

As to the amount of gold actually obtained in this first expedition, no very authentic data is obtainable; tradition makes it very large, but Major Downie, mentioned further on, who visited the locality a few years later on a similar errand, places the amount at \$5,000.

In 1859, Major William Downie, a miner, with a party of 27, in a schooner, under Capt. Robinson, went to Gold Harbor, and he records in his book, "Hunting for Gold," that the party found quartz but no amount of gold. They "examined the spot where a large quantity of gold had been taken out some time before, but could not find anything worth working." Major Downie, however, reports that he found coal on Skidegate Inlet, and he is the first to have mentioned its existence on the

islands. He, however, did not follow up his discovery, but soon left for the mainland.

"About this time a Capt. Torrens also went with a party to prospect on the Queen Charlotte Islands, and narrowly escaped massacre by the Skidegate Indians."

In 1862, the "Queen Charlotte Mining Company" was formed in Victoria, and a party of men under Mr. Francis Poole—an Englishman, claiming to be a mining engineer—was sent north, landing on Skincuttle Island, in the inlet of that name, on



Hotel Jedway, Jedway, B. C., B. Metcalfe, Proprietor.

which island and the adjoining island, Burnaby, they remained until 1864, engaged in prospecting. Their prospect shafts, etc., are still visible to-day and have been re-staked by present-day prospectors, more, it seems, on their historic fame than on the amount of mineral visible. Mr. Poole gives an account of his expedition in a book, "Queen Charlotte Islands," published in London in 1872.

So far as known, this constitutes the sum of the recorded early prospecting ventures on the Queen Charlotte Islands. That there have been some unrecorded ventures is evidenced by the fact that at Copper Bay, some nine or ten miles south of the Sand Spit, there is the remains of an old shaft, now being unwatered and cleaned out, which has been proved to be at least

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100 feet deep, and of which there is no record. Even traders who have frequented the islands for 25 years say the Indians know nothing of its origin or by whom the work was done; a tree, growing on an old dump, would indicate that it was over 40 years ago.

Despite the fact that the early prospectors had all found enough to indicate the probability of extensive mineralization on the islands, for many years these early discoveries were not followed up and little or no serious prospecting took place. It was only when attention was focussed on this northern part of the coast, by the location therein of the terminus of a transcontinental railway, that the Queen Charlotte Islands again received attention from the prospector, and the more valuable discoveries that have been made have been all located within the last two years, and principally within the past year. Consequently, it is not to be wondered at that, up to the present, little more than very meagre development work has been done on the various claims recorded. In addition to this fact, the area found to contain mineral is so extensive that prospectors, having performed sufficient work on their respective claims to hold them for the year, have stopped at that and spent their time in trying to locate further mineral deposits.

As was natural, when prospecting was resumed, it began in the vicinity of the indications found many years ago, and has proceeded along the "line of least resistance," that is, in the direction from the initial point which could most easily and safely be reached by small boats.

Skincuttle Inlet was the starting point, and the majority of the claims so far staked have been in the bays or harbors opening off this inlet, viz., Huston Harbor, Harriet Harbor, Ikeda Bay, Carpenter Bay, Lockeport and Collison Bay, and Tasso Harbor, with a few, and, at present, not so important localities farther south.

From Skincuttle Inlet prospecting continued north, and some important locations have been made along the east coast from Klunkwoi Bay to Gumshewa Inlet, in a formation quite different from that found in the vicinity of Skincuttle Inlet. As yet, all the locations have been made close to the sea shore, within distances that could be reached in a day from a boat.

The formation, which has been found copper-bearing, at Klunkwoi and Gumshewa Bays, appears to continue northwest, parallel to the length of the island, and is again found on the north end of Moresby Island, on Skidegate Channel, between the Narrows, where also it is largely impregnated with copper.

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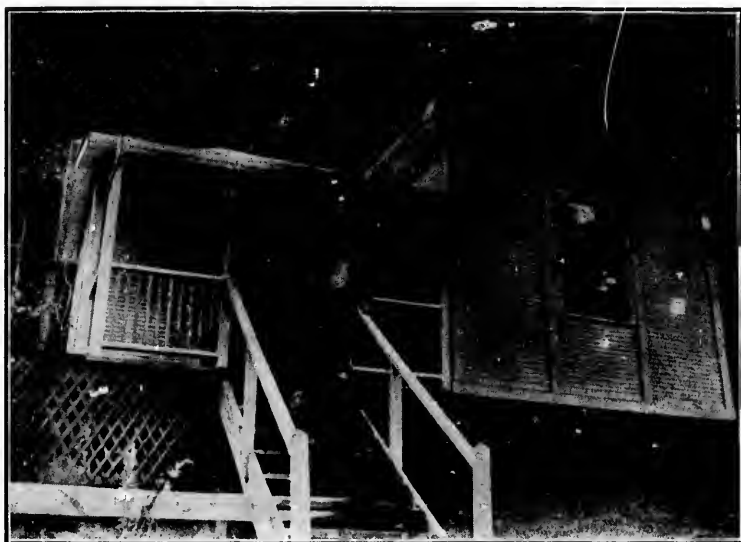
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### Geological Observations

The first geological examination made of the Queen Charlotte Islands was in 1872, when Mr. James Richardson, of the Geological Survey of Canada, visited certain coal mines on Skidegate Inlet. Mr. Richardson's time was limited to a few days and his examination did not extend beyond the vicinity of Skidegate Inlet.

In 1878, Dr. George M. Dawson made an examination of the east coast of the main islands; the full text of his report



Mining Recorder's Offices, Jedway.

may be found in the Report of the Geological Survey of Canada for 1878-9. The following extract from Dr. Dawson's report bears upon the geology of Moresby Island:

"The mountainous axis of the Queen Charlotte Islands, from Cape St. James to Skidegate Channel (Moresby Island), and probably still farther northward as far as Hippa Island, is composed of a mass of much disturbed, and in some places highly altered, rocks, which have at first sight an appearance of great antiquity, but are found on closer inspection to owe this appearance to the inclusion of great masses of easily altered contemporaneous volcanic materials, and to the fact that they

have been subjected to an extreme of flexure and disturbance which very frequently takes the character of actual fracture and displacement, as has been observed elsewhere on the Pacific Coast. To work out the intricacies of these older rocks, which may be looked on as the nucleus of the islands, would be a work of time and would involve much patient labor.

"In a preceding report on British Columbia it has been found necessary to include for the present the Palaeozoic and Triassic rocks under a single heading. They lie together, unconformably, beneath well-characterized Cretaceous beds, but are so much involved that no attempt has been made to separate them except locally. In the southern part of the interior of British Columbia both Carboniferous and Triassic fossils have been found among these older rocks, but no forms of greater antiquity. In the Queen Charlotte Islands, now reported on, fossils have been discovered in the rocks unconformably underlying the Cretaceous in a number of places. These serve to characterize a certain zone of argillites and limestones, which is frequently repeated in sections along different parts of the coast, as distinctively Triassic; and shows it to represent the so-called Alpine Trias, which is so largely developed in California and Nevada. No forms distinctively Carboniferous or Palaeozoic have yet been discovered, but from the intimate association of Carboniferous and Triassic rocks in the southern interior of the Province, and more particularly from the occurrence of a great mass of rocks largely volcanic in origin and believed to be Carboniferous in age, in the southern part of Vancouver Island—which forms part of the same axis of elevation with the Queen Charlotte Islands—it is highly probable that rocks of this age may come to the surface in some places.

"The limestones of these localities may, therefore, possibly be of Carboniferous age, and if so, a large portion of the associated rocks of volcanic origin must be attributed to the same period. As it is at present impossible to unravel the structural complexity of the sub-Cretaceous rocks of the islands, it has been thought best to color them together on the map as Triassic, in correspondence with their characteristic fossils."

In 1905, Dr. R. W. Ells, of the Geological Survey, made an examination of the northern large island of the group, Graham Island, his work being practically confined to the coal-bearing formation of Graham and Moresby Island and its environment. Dr. Ells' report is to be found in Part B. of Vol. XVI. of Reports of the Geological Survey.



Locke Bay and Harbor, end Klunkwoi Bay, Queen Charlotte Islands.

In 1901, Mr. H. Carmichael, Provincial Assayer, made an examination of certain of the islands near and of the east coast of Moresby Island. His report is to be found in the Report of the Minister of Mines for 1901, on pages 999 *et seq.*

In 1902, Dr. T. R. Marshall, D. Sc., M. I. M. M., of Glasgow, made an examination of the coal prospects in the interior of Graham Island. His report is contained in the Report of the Minister of Mines for 1902, on pages 54 *et seq.*

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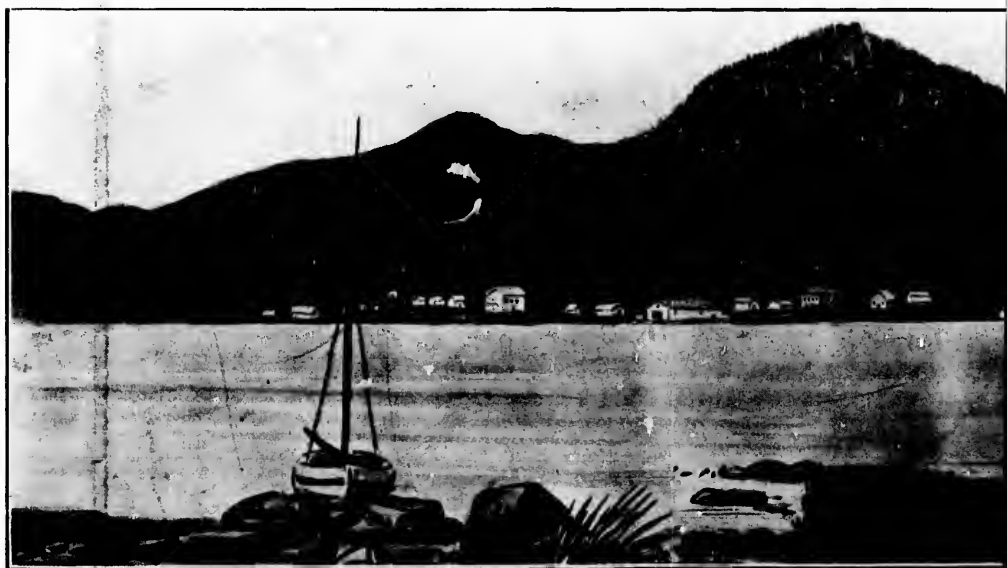
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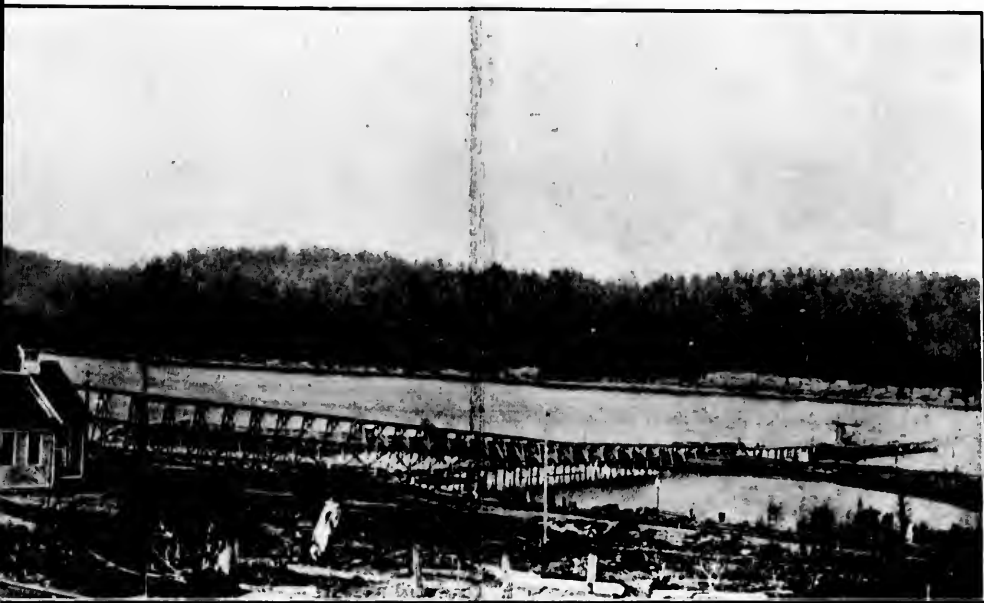


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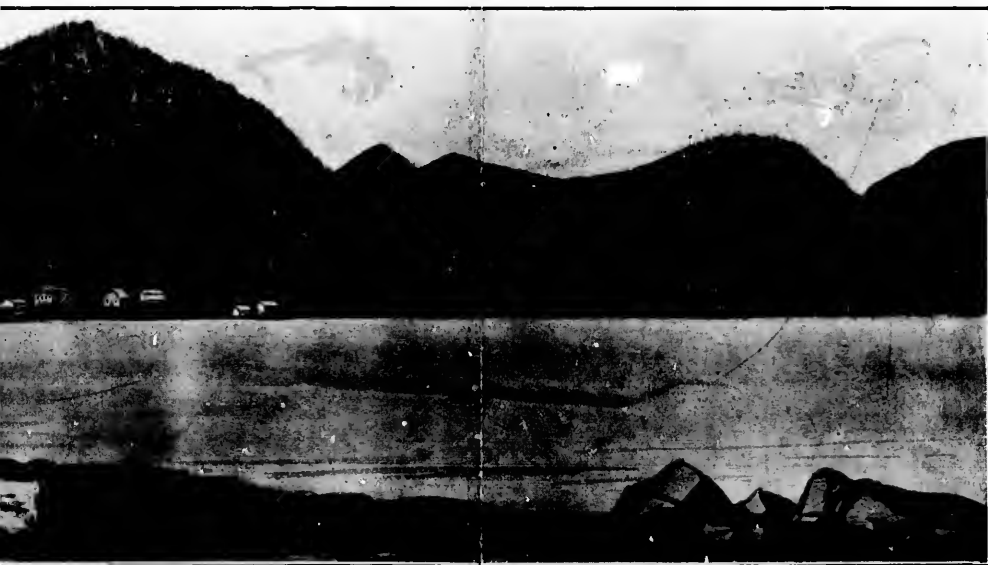


PANORAMA OF JEDWAY, HARRIET HARBOR, MORESBY ISLAND, B. C.





PANY'S SMELTER, LADYSMITH, B. C.



MORESBY ISLAND, B. C., LOOKING TOWARDS STEAMER ENTRANCE.

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## Climate

The climate of Moresby Island is particularly favorable to prospecting and to subsequent mining operations, since in summer it is never very warm, while in winter there is seldom snow or frost in the lower lands, although both are to be found on the higher mountains, the highest peaks retaining snow-caps well into the summer.

The west coast of the island is more difficult to approach owing to the rocky character of its shores, but here very rich discoveries have been made within the past few months.

The east coast is in summer usually safe, as it is protected from the west wind by the main island, and the fringe of smaller islands along its shores affords some protection, and offers ample refuge from all winds, the inner passage being always navigable for small boats.

The warm winds off the Pacific, striking the high mountainous backbone of the island, produce in winter a great deal of rain and in summer a mist, which, however, seldom develops into fog.

As compared with the shores of Vancouver Island, those of Moresby Island are comparatively free from troublesome underbrush.

There is little soil to hamper prospecting, the surface being, but slightly carpeted with moss.

## Game

Game on the island is scarce, there being no deer, rabbits or even squirrels, while grouse are plentiful, which fact is strange, seeing that the natural enemies of these animals, the wolves, coyotes and foxes, are also unknown on the island. Black bear are present and plentiful, but harmless. There is no area in the Province so well suited for a game preserve—the climate, topography, vegetation and position are ideal—and the island should be stocked and placed under reserve.

Nature has, however, somewhat compensated for the dearth of land game by the bounteous supply of fish found in the sea and small streams, and the clams, rock oysters, abalones and other shell-fish along the sea-shore, and wild duck are very prolific.

As already remarked, the greater amount of prospecting that has been done on Moresby Island is in the vicinity of Skincuttle Inlet, which was in 1862 the scene of early prospecting. The general geological formation of almost all Moresby Island has

been placed as Triassic by Dr. Dawson, with a possibility of some Carboniferous measures. Lithologically, the formation was originally composed of limestones, shales, etc., with heavy deposits of volcanic matter from some local point of issue.

On the lower end of Moresby Island, as seen in the exposures in the various harbors bordering on Skincuttle Inlet, whatever may have been the original formation, it has been subsequently subjected to such an upheaval, with the accompanying faulting and bending, and has been so cut by innumerable feldspathic dykes, that no sign of the original formation



Totem Poles, Nin Stint Desert Indian Village, South End of Moresby Island.

was traceable. The dyke intrusions are so numerous and extensive as to form the greater part of the rock mass, the sedimentary rocks showing as patches, or isolated masses, without any apparent relation to the next.

The important part, however, is the existing mineral deposits rather than the geological formation, and from the number of mineral locations seen it would appear as though the whole promontory between Huston Inlet and Carpenter Bay was extensively mineralized, the locations so far made simply serving as an index to its general character. The first locations in recent years were made on the shores of Harriet Harbor, from which point prospecting extended to Ikeda Bay and Huston Inlet, and later to Collison Bay and Carpenter Bay.

## Copper Camps of the Queen Charlottes

**T**HE coming copper camps of British Columbia—big—rich—easily worked—and within reach of the finest of all transportation—are now in sight on Moresby Island.

Such were the words of one of the best known mining engineers in the West to a public meeting in Jedway a few days ago. The opinion, thus so strongly stated, was formed only after a most careful examination of the leading camps in the Queen Charlotte Group, so writes J. F. Bledsoe, staff correspondent of the World.

During the past month your correspondent has looked over some dozens of locations, and examined closely several of the best that are being developed. There have been of late numerous visitors to the islands in the shape of representatives of various mining syndicates, and individual mining magnates looking for investment. The favorable opinion formed by your correspondent has been confirmed by all of these representatives with whom an opportunity for conversation has been given.

At the present time the only regular shipments of ore in considerable quantities are being made from the "Lily Group" at Ikeda Bay. The details of the results of a visit to this property appear below, and while necessarily only an outline sketch, are sufficient to show that all the "ear marks" are in evidence to warrant the statement that this group alone would make a thriving camp. The story of this mine, beginning with the discovery and following through the gradual development to a regular shipper, by methods at once puzzling in their application, and astonishing in their detail, is one of interest. Before proceeding to it, however, let us glance for a moment at the general conditions on the group, which includes Graham and Moresby Islands and countless smaller ones in what is known as the Queen Charlotte Islands.

Flung like a mighty wall along the northern coast line of British Columbia lies the long and narrow mass of islands known as the Queen Charlotte group. Sixty miles wide, the waters of Hecate Straits separate the group from the mainland, and what is known as the Japan current washes the western shores. These western sections are almost an unknown land.

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Entrance to Tunnel No. 1, Ikeda Mine, Ikeda Bay.

### The East Coast

On the east coast conditions are quite different. Here for the entire year there are few days in which it is not quite easy to get around in an eighteen-foot open boat of the sealing type or something approaching it. Countless bays afford shelter, and the only precautions that need be taken are in rounding some of the long headlands and spits between these bays.

Official statistics and reports regarding the resources of the Queen Charlotte Islands are of a very general, and rather unsatisfactory nature, and much remains to be done in this direction. On all sides many expressions of appreciation were heard from the leading business men of the islands regarding the expedition planned by The World for the purpose of giving

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the public a better idea of conditions as at present found on the islands. It is felt by these people that such publicity will result in attracting both men and money to the new camps that are springing up on all sides.

### General Resources

The general area of the Queen Charlotte Islands has been roughly estimated at about 4,000 square miles. Of these about two thousand are found on Graham Island, one thousand on Moresby Island and the remaining thousand is divided between the countless islands, big and little, that form the remainder of the group. Much of this land is absolutely useless for any agricultural purposes and will so remain for all time to come. Rocky, moss-covered and timber-strewn ranges of mountains cover the greater portion of Moresby Island, and it is on the mineral and timber resources that this section of the group must largely depend for its attractions. On Graham Island, a rough calculation places the area of agricultural and grazing land at about two hundred thousand acres. On quite a large percentage of this land the necessary operations of clearing and preparing it for ranching purposes will be similar, though not quite so difficult, as that of Vancouver Island. In many cases the cost of clearing will be merely nominal, as the bush is very light. This class of land is generally low and tends to a swampy nature, in which case drainage will represent the chief cost of reclamation. It will require both time and money to get this class of land into condition, but the soil is deep and rich and will amply repay all the necessary efforts along these lines. The climate conditions on Graham Island are quite similar to those of the south end of Vancouver Island, with a somewhat greater rainfall, though the flat country probably accounts for the fact that the annual rainfall is much less in the agricultural section of Graham Island than is to be found further south on Moresby Island.

Though so far north, the tempering influence of the Japan Current is such that the ordinary farm products of the valley of the Fraser or Southern Vancouver Island can be depended on for regular crops, and the growing season is such that the period of maturity will be little if any behind that of either of these latter places. In many places there are to be found all the conditions which go to make ideal fruit farms, and there is little doubt but that this line of farming will prove of great importance in the not distant future. The numerous mining camps that are springing up at various points all along the

coast to the south of this section, and the proximity to the terminus of the Grand Trunk Pacific Railroad, assures an excellent and high-priced market for every pound of produce that can be shipped from Graham Island for all time to come. There is little if any agricultural land on the coast of the mainland opposite, and for some years at least all the supplies of this nature will have to come from the outside. The many thousands of men required on construction work back from Prince Rupert



Ore Bunkers at Ikeda Mine, Ikeda Bay, Moresby Island.

will alone furnish a market almost equal to the proximity of a fair-sized city. The natural growth of the Pacific Northwest will do the rest. To those to whom the more intensified forms of farming do not appeal there is the business of cattle raising presenting equal attractions from a business standpoint. There are numerous natural meadows all over this section, and the winters are so mild that cattle can run the range all the year round. Early this spring your correspondent saw a bunch of cattle which had been wintering on the north end of Moresby Island, opposite Skidegate. These cattle had depended entirely on the bush reed, and their excellent condition spoke more eloquently than a dozen official reports of the easy time which they must have had last winter. With the exception of a small

amount, all this agricultural and grazing land is still the property of the Crown and can be acquired by intending settlers at from \$2.50 to \$5.00 per acre. The ease with which an abundance of hay could be put up suggests that dairying will form one of the important industries of this section.

### The Forests

All of Moresby and the adjacent islands and a greater portion of Graham Island are covered with a dense growth of timber, much of which is of very excellent quality. This consists of cedar, both red and yellow, hemlock and spruce. Long years ago the Haida Indians were noted for the immense war canoes in which they were accustomed from time to time to indulge in the pleasant pastime of issuing forth for the purpose of pursuing phrenological studies on the heads of rival tribes. In these canoes they spread death and general devastation away south to the Columbia River. It was not hard to see where they got the immense trees for these canoes. Trees ten and twelve feet through are not uncommon, and many of the leases contain timber that will go far over the one hundred thousand feet to the acre. In many places the growth is so dense that great height has been attained and it is not so very unusual to find clumps of these big trees away over two hundred feet high and showing from seventy-five to one hundred feet clear stem to the first branches. The hemlock, so far as observed, appears to be of good quality and will no doubt to a great extent take the place of fir, which it closely resembles in the grain. The former prejudice against this timber no doubt came from the low estimation in which it is held in the East, but the Western hemlock is of a very superior quality and will compare quite favorably with any timber on the Coast for structural purposes under any other than a few conditions. The spruce of this region is also of good quality and can be had quite clear. When in this condition it is a valuable timber. The red cedar is much like that of Vancouver Island, though not quite so plentiful as in the latter locality. Yellow cedar is found down to the edge of the salt water, and is in fair quantity and of the highest quality, sound and clear. No very extensive acreage of this timber was observed, but the quantity is quite sufficient to form a valuable addition to list when the tale of the natural resources of this section is being told.

### The Coal Measures

According to the geological reports of the Dominion of Canada, rocks of the Cretaceous age are developed over a con-

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siderable area in British Columbia, often in very great thickness, and fuels occur in them in important quantity in at least two distinct stages, of which the lower and older includes the coal measures of Queen Charlotte Islands, and the upper coal measures of Nanaimo and Comox. No traces, according to the same report, of the subdivisions represented at Skidegate, on the south end of Graham Island and Moresby Island, have yet been discovered on Vancouver Island. The result is that only bituminous coal is found



Manager's and Assay Office, Ikeda Mine, Ikeda Bay.

on Vancouver Island, while the lower rocks of Queen Charlotte Islands contain both anthracite and the bituminous variety. Some years ago the coal measures along the Honna River attracted the attention of capitalists, and a number of locations were made. Since that time a small amount of development work has been done, and quite recently a revival of interest in these fields has resulted in the taking out of a number of leases in these sections. The mouth of the Honna River is about four miles west of Skidegate, and the trail proceeds along the valley north for about eight miles to what is known as Camp Robertson. It is at this point that most of the work has been done. The outcrops which occur along the trail are sandstone, with the exception of one high point, where con-

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glomerate appears. This is of a coarse, pebbly nature, and from this point the formation passes to the coarse sandstones of the anthracite for a time, and then, as progress is made to the north, a change is noted, and the finer sandstone and shales of the bituminous formations appear again. According to Professor Dawson a large portion of the north end of Graham Island is composed of Tertiary rocks which contain lignite. The eruptive forces which threw up the mountain ranges of the west coast of Graham Island have raised the coal measures into view along the foothills of the Honna River Valley and Yakoun Valley; but these same forces have broken up the measures very badly and it would appear as if it would be necessary to get some depth in the undisturbed portions of the valley in order to come on to coal seams that will show continuity and repay extensive development work. That there are many such appears beyond doubt, and it is understood that arrangements are now under way to thoroughly prospect some of this ground by means of diamond drills. Should the expected success attend these efforts, it will mean the opening up of a new and important field over many thousands of acres of which there are strong indications of coal of excellent quality. At what is known as Camp Robertson, there are several seams of coal exposed by workings made some six years ago. The largest of these is about 19 feet thick, and has been opened by means of a shaft some 25 feet deep, from which a crosscut has been run about the same distance. The general strike is north and south and the dip of the bottom wall is 30 degrees east. The coal here is of fair quality and possesses good coking possibilities. It appears to resemble the products of the Cumberland mines. Some sixty feet east of this work is another outcrop of a bed which overlies the first showing. The seam here is about 14 feet thick, and the small amount of work done has left a favorable showing though the coal is not as clean as in the first bed. Still a third seam appears further east with six or seven feet of coal of fair quality. There are several other croppings in the valley, and so far as can be judged from the work done, there have been no eruptions east of the west coast range that have been serious enough to break the measures very badly. The dip appears to flatten rapidly as a distance to the east is gained.

### The Copper Camps

For the time which has elapsed, and the amount of work which has been done, the showings which have been made in the various copper camps of Moresby Island are certainly very

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good. It is only quite recently that the development work on any of these claims has passed the prospecting stage, and on most of them even this has only just begun. The difficulties in the way of this work are many. The entire country is raw from the hands of Nature. Trails have to be cut, houses built and supplies got in, before actual work on the claims begin. In most cases the claims that are near the waterfront have received the most attention, and it is only the fact that many of the transportation problems are solved by the deep bays and



Arlehuu Ikeda, Esq., General Manager Ikeda Bay Mines, Moresby Island.

calm waters of the east coast that has enabled the work to progress even as far as it has.

On the southern part of Moresby Island the main camp is at the town of Jedway, located on Harriet Bay. The Copper Queen group and Eagle Tree, and the Togo group, are the only properties located near the town on which any considerable amount of work has been done, though the passing hours of the day are frequently punctured by the roar of blasting at various points in the surrounding mountains, showing that the owners are busy trying to discover, as one of them put it, "whether they are millionaires or paupers." The "Copper Queen" is about half a mile back from the head of the bay, and the company has already built the only wharf in the place, numerous cabins, a fine building



which is occupied as a general store by Mr. A. Sivart, and a right-of-way has been cleared for a tram from the wharf to the mine. Up at the works there are a number of immense outcrops of iron, most of which show more or less copper, and a recent find near the creek in which these outcrops occur, shows clear copper ore of a very high grade. The present work is being confined largely to the new find. It is difficult to determine the exact strike or location of the main lead in this property, and a tunnel which has been driven several hundred feet in to cross-cut the lead, has so far failed to add much to the knowledge of the real location of the vein. The face of the tunnel is showing some changes, and small bunches of copper which have come in would appear to indicate the approach of vein matter. On the surface the croppings are in a creek and range from six to eight feet in thickness. The creek appears to follow the strike of the lead, but it is the question of the dip that has yet to be solved. Some \$40,000 has been paid on the claims, and the present owner, Mr. J. S. McMillan, of Seattle, has spent many thousands of dollars more in the effort to expose an ore body that will repay the cost of constructing the tram which will be necessary in order to bring the ore to salt water for shipment.

It was the location of the "Copper Queen Group" some two years ago by Messrs. L. T. Watson and Ike Thompson that started the rush to this section. Those two men were the first to make an important location on this part of Moresby Island, and they were fortunate beyond the usual fate of the pioneer, in the fact that after a few months spent in stripping the sides of the creek in an effort to follow the trend of the ore body, they secured a purchaser who was able and willing to pay them well for the opportunity of taking the gamble off their hands. The original bond was taken for \$125,000, and of this \$40,000 has, in the shape of hard cash, found its way into the hands of the original locators.

There are a number of claims located in the vicinity of Harriet Bay, and some of them bid fair to develop into mines. The croppings are very large, and some recent work has shown that the copper is beginning to come in with the iron as depth is gained. East of the "Copper Queen" is located the "Eagle Tree" and "Anaconda" claims, at present under working bond to Mr. C. H. Park, a mining man of long experience. Work on the "Eagle Tree" has been carried on for some months past, and besides having built cabins and cleared trails, Mr. Park has uncovered what appears to be the capping of an extensive ore body. The deposit has a width of 12 or 14 feet and has been

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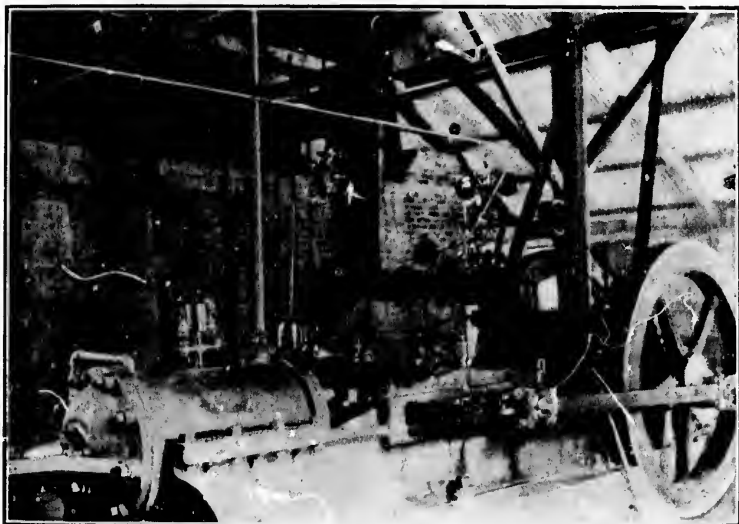
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stripped for something over two hundred feet. While much more work must be done before the exact nature of the vein can be determined, the work to date has resulted in enough to encourage Mr. Park to believe that he has one of the "big things" to be found on the hill. On the "Anaconda" the ore has been located in a chute some 12 feet wide, the surface of which has been stripped for 30 or 40 feet. Both of these veins have been traced for a considerable distance, and picked samples of the ore shows a clean chalcopyrite, carrying copper to the



Air Compressors and Engine Room at Ikeda Bay Mines.

extent of about 9 per cent. and \$7 to \$8 in gold values. Mr. Park has started a tunnel to the tap veins at considerable depth, and if the showing is satisfactory will put in a tram to land the ore in Harriet Bay. Some half or three-quarters of a mile away from the "Anaconda" and "Eagle Tree" an open cut is being run on a big showing of capping. This work is in the hands of Messrs. Stevenson and Sullivan and the present showing is excellent. The "Cocca" is another group of claims located in the vicinity. This group is now under bond to Major Newberry, who has done a little work in the way of an open cut and a short tunnel, which has shown a deposit of iron in which there is a paystreak from 12 to 18 inches wide, which carries values as high as \$100 per ton in copper and gold. This

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property lies close to salt water and can be developed very cheaply as a depth of several hundred feet can be gained by a comparatively short tunnel.

The "Togo Group" is another of the Harriet Bay properties that is looking fine. This is owned by Mr. J. R. Scott, of Victoria, and the work which has been done up to date has exposed four deposits that look well, and will no doubt make to good ore as depth is gained. The ore is of a very similar quality to that which is found on the "Copper Queen."

### Huston Inlet

Many of the claims that are usually spoken of as belonging to Jedway run over the range that divides this section from what is known as Huston Inlet. This is a fine body of water, some six miles long and about a mile wide, which lies immediately west of Harriet Bay. At the head of the inlet is located the "Iona" group, that has just been sold for the snug sum of \$75,000 by Messrs. Sivart, Thompson and McKinnon. The development work on this property consists of a series of open cuts that show an ore body that in some places is over fifty feet wide, and can be traced for some 500 feet. The ore appears to be carried in a porphyrite gangue, and assays taken from the surface show that a considerable portion of the vein can be depended on for values ranging to an average of four per cent. in copper and some five or six dollars in gold. It is understood that the syndicate that has purchased the property will at once proceed with a very extensive plan of development work. The claims lie in such a shape that a depth of about 800 feet can be gained by means of a tunnel.

On the "Hercules," owned by H. McEchran, are two large cappings of iron carrying copper that appears very much like that which comes from the "Copper Queen." Open cuts have been run on this property and the copper is coming in strong at the bottom of the cut. Next to the "Hercules" is the "Surprise," which is now under bond to Mr. Park. The vein here is rather different in character to those of the district. The gangue is a quartz carrying about six per cent. copper, and some nine to ten dollars in gold.

Recent work has shown that one of the best of the prospects on the Huston Inlet is that known as the "Gold Cliff" group, now held by Messrs. Tretheway and Smith. Here the ore occurs in a lime-diabase contact, and appears to dip into the hill at an angle of about 35 degrees. When the work began there was in sight only a small deposit consisting of about

twelve inches of magnetite, overlain by some two feet of calcite. This all carried both iron and copper pyrites. The exposure was visible for a considerable distance along the side of a very steep hill, and the outcrop was nearly horizontal. Since the work has progressed a fine body of ore has been exposed below the original showing, and the close of the work, at the time of the visit of your correspondent, was in about four feet of high grade copper ore that looks as well



Entrance to Ikeda Bay, Moresby Island.

as anything in the camp. It is understood that negotiations are now under way for the purchase of this property on behalf of a party of London capitalists.

On the other claims in the vicinity of Huston Inlet little or no work has been done.

### Ikeda Bay

At Ikeda Bay, sometimes known locally as "Little Japan," there is a story of absorbing interest, not only from the fact that more work has been done than on any of the properties in the entire south end of Moresby Island, but from the many unique features of the finding and the subsequent development of the claims that are the property of the Arichika Ikeda Com-

pany, a Japanese syndicate that consists of people originally interested in the fishing business on the Queen Charlotte halibut banks. When what is known as the "Copper Queen" group was located, an effort was made to sell that property to Mr. Ikeda of the above firm. A visit was made to the claims and the price stated. This appeared to be rather steep to the mind of Mr. Ikeda, unaccustomed to the big figures that are often paid for a little rusty rock and three stakes, and that gentleman proceeded to reason that as the locators had only taken a stroll up the hill and cut down a few small trees, there was no reason why he could not do the same, and keep a very considerable sum of money in his own pocket rather than transfer it to those of the other parties. Meantime the boat, in which the trip had been made from the fishing banks, had rounded a point into a deep bay not marked on any of the charts, but now known as Ikeda Bay. The men may have amused themselves looking for the shellfish which abound in these waters and so have given rise to the story that the mine was located while on such a trip. As a matter of fact, Mr. Ikeda took a stroll over the hill in order to pick up the boat, and at the same time have a look for himself in an effort to locate one of those rusty spots that appeared to have such a high value. There was Ikeda Creek. No one appeared to have heard of it, or the bay into which it entered. Mr. Ikeda struck it at a point about a mile back from the mouth and at the exact spot where the big iron showing of the "Lily Group" appears in the bed of the creek. That looked easy. Why pay big money for things that you could find in an hour's stroll? Down came a few trees, up went a location notice, and the thing was done. The biggest mine on the south end of Moresby Island was located, and thousands of tons of high-grade ore have already been shipped from the works that followed fast on the original discovery.

A good wharf and numerous buildings have been erected, and a surface tram 6,100 feet long connects the mine with the salt water. The property is being developed by a system of tunnels, all of which are on the same vein. This appears to be a fissure cutting the formation and dipping to the south at an angle of about 68 or 70 degrees. On the surface the vein appears to average some eight or nine feet wide, though some of the showings are much larger than these figures.

At the time that the visit was made to the "Lily" mines, the work was being done on a stope that showed about six feet of clean ore. This is taken out and subjected to a hand-sorting process that cuts three tons down to one of first-class ore that will go about \$50 to the ton in all values, copper

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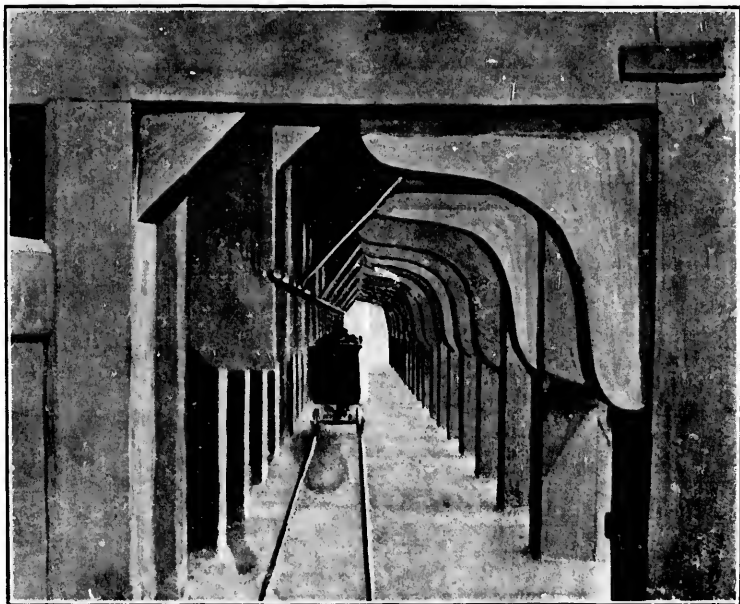
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leading. We arrived just in time to see the landing of the machinery for the new compressor plant that is now installed. Up to this time the mine has been worked by miners brought from Japan, and some of their methods certainly look primitive as compared with the work of the white miners. The men all work with what would be known as a "Single Jack" hammer, but this is not of the ordinary shape or weight. They resemble more a very light calking hammer, and appear more



Ore Bunker No. 4 at Ikeda Bay Mines, Moresby Island, B. C.

adapted for the purpose of putting down a carpet than for the drilling of rock. The putting in of the compressor plant has changed all of this and resulted in the material increase of the tonnage which has been the desire of the company for a long time past. Mr. Ikeda stated that there were 83 men at work at the time of our visit. All these, with the single exception of the foreman, Mr. James Marco, are Japanese. There are three tunnels and numerous stopes on the workings of the "Lily," and the ore that formed part of the 2,000-ton shipment that came down on the steamer "Amur" with us, was taken from a stope where the men are working in from six to seven feet of solid

ore. Your correspondent was permitted to take all the samples which he required at any place in the mine, and it was found that the ore from this stope sorts down to two grades, the first of which runs 10 per cent. in copper and \$6 to \$8 gold with some \$3 to \$4 in silver. The second-class ore is worth about twenty dollars per ton, but will have to be cleaned up a little to average this.

The main part of the work on the "Lily" has been done at what is known as the "No. 2" tunnel, and thousands of tons of first-class ore have been sent to the smelter since the development began. There are several thousand tons of the second-grade ore left for future handling. The tunnel has been driven in on the strike of the vein, and for the first fifty feet the ore has been stoped to the surface. The present work is for the purpose of stoping to the surface from near the face of the tunnel and thus improving the air supply by increasing the circulation. The same company owns the "Chrysanthemum," "Carnation," and "Wisteria" group, that have been staked for them since the original discovery. These cover the surface of the hills that surround the bay and lap and cover each other in such a way that it would be a very clever man who could find room on the bay or the surrounding hills for another claim.

It was on the "Wisteria" that a narrow band of quartz was found in the vein filling that carries heavy gold values. This is in the form of free gold, and some of the rock ran into many thousands of dollars per ton in free gold. This streak was very small and was soon lost in the general mass of the vein matter. This makes back to small copper values.

### Collison Bay

On Collison Bay there are a number of fine showings and the locations are numerous. The principal work at this point is now in the hands of the Bellingham Copper Company. This company has acquired the "Maple Leaf" group, which was owned by Mr. Gordon, and at the time of our visit was rushing things with a will. A force of men are at work on the cabins and the trails, and another gang has in hand the beginning of the tunnel with which it is proposed to tap the vein at a good depth. The ore is of high grade, and the Company expects to be ready with the first shipment some time this spring. The showings here are very good. It will require more development work before a definite opinion can be expressed as to the permanent values which will be found in the camp.



VIEWS OF COLLISON BAY, MORESBY ISLAND, B. C.

Reading from left to right, (Upper Views).—Group of Miners Outside Bellingham Copper Company's Office. Trail Leading to Company's Mine. View of Camp. (Lower Views).—Face of Bellingham Copper Company's Tunnel and Blacksmith Shop. The Gordon Cut and Dump of Ore. View of Collison Bay Looking Towards Ocean and Steamers' Entrance.

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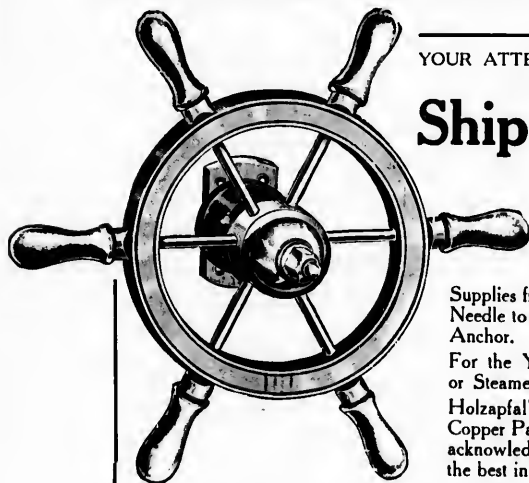
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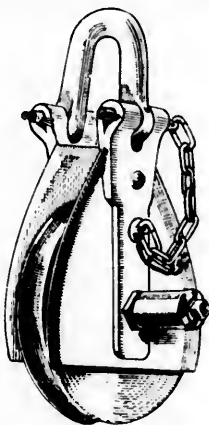
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On the "Collison" group, owned by Mr. J. Carlyle, there is an ore body that has been traced for nearly two hundred feet. This showing will average at least ten feet in width of good ore, while the entire vein filling is, in places, twice this width. There is a crosscut tunnel in about 75 feet, but this has not as yet picked up the main body of ore, though some stringers have been cut. The picked ore will go about \$40 per ton in copper and gold values.

Near this property are four groups of claims known as the "Defender," "Sea-Shell," "Black Prince," and "Brown Prince" groups. There are good outcrops of ore on the principal claims in each of these groups. The "Defender" vein has been uncovered for a long distance by means of open cuts. The ore shows native copper, arsenical iron, grey copper and some molybdenum. A mining engineer who sampled the lead is authority for the statement that the average values will run 8 to 9 per cent. in copper and \$8 in gold per ton. In this vicinity are to be found the claims owned by Messrs. O. Larsen, P. O'Connor and N. Pearson. Some work has been done on these and fine samples of ore are shown.

### Klunkwoi Bay

The interest which has been awakened in the copper camps of Moresby Island is about equally divided between the sections surrounding Jedway and the country around Klunkwoi Bay. This is located some forty miles north of Jedway. It is at this point that the now famous "Swede" group is located. These claims were staked in January, 1907, and consist of six full claims and two fractions. The surface of the claims run back from the salt water to an elevation of some two thousand feet, and the ore zone has been traced through three of the claims. The showing is very large. There appears to be a mineralized zone that is several hundred feet wide. The southern boundary of this zone is a lime-stone dyke. There are a number of large open cuts and a short tunnel on the property, and the results to date are of the most satisfactory nature. In the first of the cuts there is a showing about 80 feet long with a depth of nine feet on the ore, which at this point runs by the smelter tests, 3 per cent. in copper and \$5 in gold and silver. In all the other cuts the values run higher than these figures, and a few days ago there was a report to the effect that a strike had been made of very high grade ore at a point deeper than any of the old workings. The country rock is a much altered diabase, cut by later trap dykes, which do not appear

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to have had any particular effect on the general mineralization. The mineralized zone is found to be impregnated with copper pyrites and an occasional small spot of bornite. It is a larger body of this latter ore that is reported as forming the base of the latest discovery on the claims. There is a very large tonnage of ore already exposed on the property, and the natural facilities for handling the ore in an economical manner are of the very best. There is an ideal site for a smelter, which will be demanded in time by the vast showing that has already been



Jedway Lumber and Development Company's Saw Mill and Wharf, Jedway, B. C.

made at this point, and there is also ample water power to be had at small cost for the running of a compressor plant. The nature of the ore is such that it is probable that it will have to be smelted direct, but as the gangue matter appears to be of the self-fluxing type and very easily melted, there will be no difficulty in this line once a supply of good and cheap fuel is secured. This can be expected as the result of the development of the coal fields to the north of this point, and from this as well as every other standpoint the future of the camp at Klunkwoi Bay looks very bright.

Conditions quite similar to those found on the "Swede" group are to be noted on the "Last Chance" group, located to

the east of the "Swede." Here are the six claims owned by Messrs. J. Wintermute, A. Jones and H. McEchran. The ore body is a continuation of that found on the "Swede" group, and the various cuts and strippings have shown that it runs through three of the claims. In one of the cuts the ore shown is of a slightly higher value in gold than the average of the "Swede" ore, and the ore body appears to be of about the same width. There is every reason to think that this property will prove another one of the big things of the island.

The claims owned by Messrs. D. Bowser and J. Matheson join the "Last Chance" on the east, and here a place some thirty feet square has been stripped. The ore here is rather higher in grade than the average of the camp. As far as observed, the ore of this camp consists of a blending of chalcopyrite and bornite in small masses, points and stringers through the vein filling. It is to be noted that there appears to be a steady increase in the values as depth is gained, and the copper appears to be very evenly distributed through the mass of the ore body. There are now nearly 100 claims located in the vicinity of Klunkwōi Bay, and the tonnage that will no doubt result from the operations now under way will be sufficient to keep more than one smelter plant in operation for many years to come.

Mr. W. J. Beresford is interested in a group of fourteen claims that adjoin the "Swede" group on the north, and have practically the same showing as that found on the big property. Next to these locations are to be found the property that is in the hands of Dr. Jordan and his associates. The surface indications at this point are of the best, and there is every reason to think that with development work the fortunate owners will find that they have a section of the camp that will give as good returns as any that have been located. The work of investigation is now going on, and Dr. Jordan is on the ground for the purpose of seeing what the results of the initial work will be. The surface would appear to indicate that the values of these properties will run rather higher than the average of the main zone of the "Swede," and that a large tonnage of good shipping ore will be recovered with a comparatively small amount of dead work.

There are a number of Vancouver people interested at what is known as "Klum-Wai-Um Island, about twelve miles from the "Swede" camp. Among these are Messrs. Heming, Habridge and McGee, and the reports from that section are of the most encouraging nature.

On Selwyn Inlet, Messrs. W. Daas, Pete Nelson and Capt.



Johnson have made some locations from which \$12 per ton in gold values have been taken.

On Cumshewa Inlet Col. Topping, the man who made Trail and Rosslund, has some claims that show high values in gold, and these have been under inspection lately by the representatives of a syndicate of mining capitalists.

There are many locations on Moresby Island on which the amount of work which has been done is not sufficient to enable



Crescent Inlet, Moresby Island, Where Rich Properties Have Recently Been Located.

any one to say what the results will be; but, on the other hand, the showings to date appear to justify the statement with which this article opens.

The next big copper camps of British Columbia will be on Moresby Island.

### Push Development at Island Mines

Jedway the Centre of Attraction

The attention of Canadian and American capital is rapidly being centred upon the Queen Charlotte Islands. During the past year development work among its rich mining properties has progressed with such rapidity that to-day large

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shipments of rich ore are being made monthly to the smelters and stampedes to rich grounds are of frequent occurrences, says the Vancouver Province.

The actual commercial birth of Queen Charlotte Islands may be said to date from 1906, when its untold mineral, fishing, agricultural and timber resources were first made known. Since then prospecting on a large scale has taken place and prosperous towns to-day have sprung up where for ages silence and wealth have clasped hands. The early settlers located on the south side of Moresby Island, no doubt from the fact of its being the logical situation from a climatic standpoint. Here a handful of men built the first log cabin, and after staking numerous rich claims, decided to name their new home Jedway. What a contrast! What a transformation scene has taken place at Jedway in two years. Yet Jedway is practically in its swaddling clothes, but a promising and vigorous infant. To-day it has a weekly run of steamers to Vancouver, Victoria, Prince Rupert, Port Simpson and Port Essington. Its rapid growth has compelled the Government to recognize its importance as a commercial centre, and already the Government has appropriated a subsidy of \$10,000 a year in order that a semi-weekly mail service may be inaugurated from Prince Rupert to the islands, and will increase this subsidy to \$15,000 a year in order that a still better mail service may be given its settlers. Jedway is progressive, full of enterprise and claims a class of business men and residents which would be a welcome addition to a large metropolis, and boasts of men who work hand-in-glove with an *esprit de corps* hard to beat.

Moresby Island, at present, is more fortunate than any other portion of the islands, inasmuch as its mining interests are more advanced and special steamers are now running monthly between there and the smelters. The "Copper Queen," the property of Seattle capitalists, will soon be ready to ship; and the "Eagle Tree," a very promising property, and controlled by the Tyee Copper Company, Ladysmith, has commenced active operations.

At Collison Bay, to the southeast, much mining is going on. A syndicate of Bellingham capitalists are operating the Bellingham Copper mine, a very rich property, which has undergone considerable development; and they also will be in a position to begin shipments at an early date. Grouped close to these properties are the "Thunder," the "Minnie" and the "Meal Ticket," which are bonded to Montreal capitalists, who are getting ready to begin active work. Another very promis-

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ing property which recently was acquired by a Vancouver syndicate is the "Copper Coin."

It may be stated that conditions all over the island are



Shaft Sunk on Reeo, Promising Property, Jedway, B. C.

particularly promising, big strikes have been made on the west coast and over twenty prospectors have left Jedway for Tasso Harbor, and from latest reports big results are anticipated.

170857

## **Engineer's Report on Ikeda Bay Mines**

**Shipping 2,000 Tons Monthly**

Mr. E. P. Bremner, who has just returned from a trip to Queen Charlotte Islands, brings with him a very favorable impression of the Japanese mines at Ikeda Bay, near Jedway. Mr. Bremner was engaged for many years in mining in Kootenay, and should know what he is talking about. He found the mine in shape to maintain monthly shipments to the Ladysmith smelter of two thousand tons, the high-grade ore averaging \$30 to \$35 a ton. A five-foot vein had been developed by three tunnels running into the hillside for a distance of four hundred feet.

On a surface tram line, the ore is conveyed to the docks and bunkers, about a mile distant. Over one hundred miners are employed. The work has been very well done under the direction of Mr. Marco, the Superintendent.

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## **Capital Seeking Investment in the Queen Charlottes**

In a recent interview with Mr. F. C. Elliott, a well-known mining attorney of Revelstoke, B. C., who, together with his associates, have invested largely at Tasso Harbor, on the west coast of Moresby Island, where recently rich discoveries have been made, Mr. Elliott said:

"Ore deposits on Queen Charlotte Islands are inviting the attention of Canadian and American capital to a very large extent. The Granby people have had numerous representatives on the islands last month and have reported very favorably, particularly so on the west coast of Moresby Island, in the vicinity of Tasso Harbor. New finds are being made weekly. We are developing our properties as rapidly as it is possible for us to go ahead, and at present are working two shifts in our tunnel, and will so continue throughout the entire winter. Our townsite has been surveyed and we are in communication with a number of business houses who are contemplating opening up merchandise stores, and a first-class hotel will be shortly erected. We have great faith in our properties and expect soon to be shipping rich ores to the smelters.

Ours is a close, though strong, corporation, and the gentlemen associated with me are Thos. Taylor, M.P., Revelstoke; J. E. Corbett, attorney, Seattle; Arthur Gowing and myself. Our properties are in charge of Mr. T. R. Davey, a well-known mining engineer of long experience.

# READ

What the Vancouver News-Advertiser, under recent date, says in regard to Mr. Fred. C. Elliott, a prominent Revelstoke, B.C., Mining Attorney, who has just returned from inspecting his valuable properties at Tasso Harbor on the west coast of Moresby Island.

## HAS EXCELLENT PROPERTIES

### Revelstoke Man Interested in the Queen Charlotte Islands.

A recent arrival from the North was Mr. Fred. C. Elliott, a lawyer of Revelstoke, who is interested in large mining properties at Tasso Harbor on the west coast of Moresby Island. Associated with him in the enterprise are Mr. Thomas Taylor, M.L.A., of Revelstoke, Arthur Gowing, an old Kootenay mining man, and J. E. Corlett, of Seattle.

The properties were located from information received from the Indians, Mr. Elliott buying out the interests of the aborigines, and so far several parallel ledges from 6 to 50 feet wide have been stripped. The mineral is gold and copper, assaying \$1.80 in gold and giving 18 per cent. copper. It is self-fluxing, with a little silica and 20 to 40 per cent. of iron.

Under the command of T. R. Davey, an English mining engineer, a force of men is at present engaged in development work, building trails, cabins, and driving tunnels.

Most of the prospectors are staying in for the winter, said Mr. Elliott, and active development work is going on at all the claims.

Mr. Elliott predicted a brilliant future for the Charlottes, and said the Islands would undoubtedly prove the richest mineral deposits in British Columbia.



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## THE JORDAN COPPER GROUP

LOCKEPORT, MORESBY ISL., QUEEN CHARLOTTE ISLANDS

**T**HIS property is one of the first located on Moresby Island, and consists of three full claims and a large fraction. These claims appear to be on the main mineral zone which extends for about five miles in a northerly direction, and is about 300 feet wide. The surface of this deposit is well mineralized and shows Chalcopyrites and Bismite. The country formation is Granstone Shist cut with Diorite Dykes and in some places lime is overlying the formation. Work on this group of claims is principally done on the Black Bear, where a shaft 25 feet deep is sunk and also some cross cuts. Following assays are taken from this, showing conclusively that the ore increases in value by attaining depths:

Assays from Black Bear—		Copper, per cent.
Feb. 20, 1908.	By C. E. Bogarders, Seattle, Wash., Croppings.....	5%
May 30, 1908.	By J. O'Sullivan, Vancouver, Crosscut.....	22.35%
June 12, 1908.	By J. O'Sullivan, Vancouver, Shaft 2 ft. below surface.....	16.66%
August, 1908.	By J. O'Sullivan, Vancouver, Shaft 25 ft. below surface.....	19.10%
	Smelter test.....	8%

Abundance of timber for all mining purposes, a good water right and a land locked harbor recommend this as a most desirable property, and in fact is considered one of the most promising properties at Lockeport. Dr. A. McKay Jordan, the well-known optician of Vancouver, who represents this property, will cheerfully furnish any information in regard thereto.

### Collison Bay

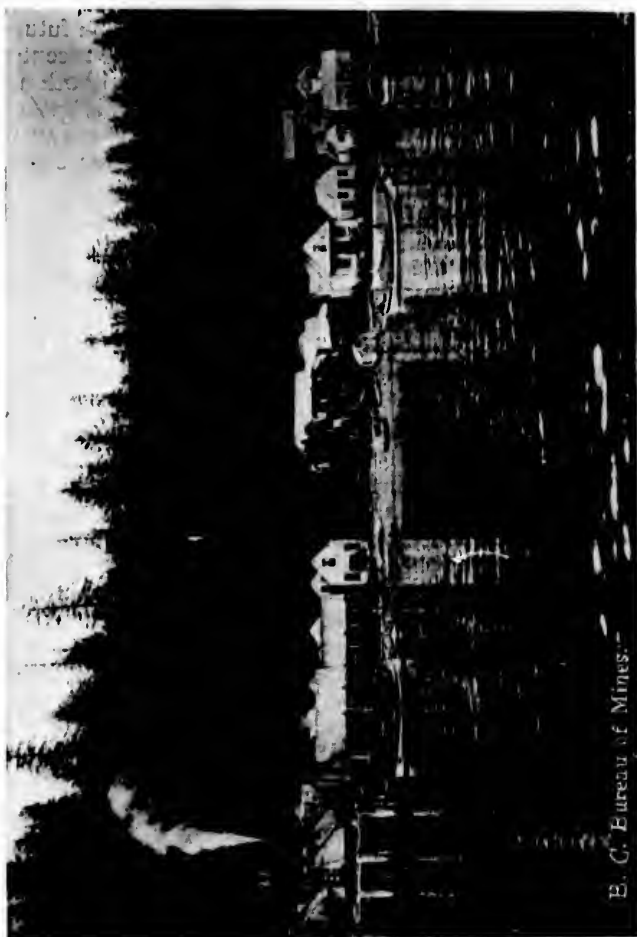
The latest strike was the finding of a large body of magnetic iron on the south side of Cumshewa Inlet, on Louise Island, by George Young and Albert Jones last month. In almost all instances the bodies of magnetite found on these islands so far are associated with large bodies of copper, so this find may prove a valuable one.

The reports from Gold Harbor are very encouraging. The Nubia Mining Company operating there have stripped the whole face of the cliff where the old Hudson's Bay workings were and find the rock carries free-milling gold in paying quantities for a width of 500 feet, and have uncovered several new quartz stringers, some of which are extremely rich, samples from them running up into the thousands of dollars a ton.

### History of the Old Shaft

Fifty years ago, some prospectors located a property which has since been known as the "Old Shaft"; quite extensive operations at the time were entered into, and it would appear that the work was suddenly abandoned. As far as can be learnt, tradition gives the following:

"In 1862, a miner from Australia arrived in Victoria with the intention of going to Cariboo, but as there was some excitement about copper on Queen Charlotte Island at that time decided to try his luck in copper up there. On his arrival at Skidegate he prospected down the coast, and found the copper cropping on which he put down the mysterious shaft. He and his men worked there to the end of the year, then came down to Victoria to spend the winter, and early in the spring of 1863 he returned to the mine, taking with him two shifts of men, in order to sink the shaft as rapidly as possible. In August, 1863, a Mr. Smith was prospecting on Queen Charlotte Island and called at the shaft, which at that time was down about 60 feet, and the men were driving down night and day. In conversation with the owner, he stated: 'You have not much of a cropping of copper for going to so much expense.' The owner replied: 'I expect to strike a large body of copper when I get deeper.' But what he found deeper is not known; but at the end of the year 1863 he covered up the shaft and came down to Victoria, and from there he started back to Australia via San Francisco, and has not been heard of since. The Australian miner's name was Waddington, a nephew of Alfred Waddington, a pioneer of British Columbia, well known to all old-timers."



View of Skideg to Graham Island, Queen Charlotte Islands.

### Gold Commissioner, Wm. Manson, Reports on Queen Charlotte Islands

"Important mining activity is in progress on Queen Charlotte Islands, principally on Moresby Island. I have recently had an opportunity of visiting several of the properties at Jedway, Ikeda Bay and Klunkwoi Bay, and was much impressed with the appearance of the great wealth of mineral and with the con-

fidence of the prospectors and mine-owners as to the future of this section. Much interest has been created by the recent rich mineral discoveries on the west coast, and also coal both north and south, which is said to be of a coking quality. This latter will greatly aid, and very materially so, in the development of mineral properties, which will soon require facilities for smelting the ore on the ground."

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### **Attorney-General Bowser's Opinion of Queen Charlotte Islands**

In a recent interview upon Mr. Bowser's return from the North, speaking of the Queen Charlotte group, he said:

"The Queen Charlotte Islands were a revelation to me. They are bigger than the State of New York and make an empire by themselves, lying out there on the Pacific Ocean. Settlers are going in all the time. In fact, quite a contingent went in on the boat we were on. If the soil is as good as they say it is, that will be the produce-bearing country for Prince Rupert. The mining development has already been remarkable. The people there seemed to be well pleased with the policy of the Government in reserving the land for sale and holding it for pre-emption. Their great requirement at present seems to be wharves and roads."

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### **To Settle Moresby Island**

#### **Semi-Private Proposition to Form Agricultural Colony There**

Mr. John J. Lanagan, a Chicago promoter, who has been in Vancouver for the past month, contemplates the colonization of large tracts of land on Moresby Island, suitable for agricultural purposes when cleared, says a recent issue of the Vancouver News-Advertiser. According to the present plans, no arrangements will be made with the Government, but Mr. Vanderhoof, Editor of "Canada West," will co-operate in the scheme. Mr. Vanderhoof will arrive in Vancouver shortly on a tour with Canadian editors. Mr. Lanagan has returned from Moresby Island, where he secured two tracts of land, one of 2,500 acres in the southern part of the island, and one near Skedans Bay, in the northern part. The settlers will be Canadian and American farmers.

## Report on Moresby Island Acquiring and Development Company's Claims at Carpenter Bay

Jedway, Moresby Island, B. C.,

February 12th, 1908.

S. R. MacClinton, Esq., Vancouver, B. C.

Dear Sir,—In accordance with instructions which I received from Mr. Chas. Graham, I visited and inspected five of the mineral claims in which you are interested at Carpenter Bay, Moresby Island, B. C. I report as follows:

On the "S. R. M." claim I found a well-defined lead extending entirely across the "S. R. M." and apparently entering the "B. F. G." claim. The ledge appears to be about 15 feet in width and is strongly mineralized throughout. The ore is chalcopirite associated with pyrothite and magnetite iron, in contact with granite-diorite on the north side of the ledge and with pyroclastic green stones on the south. While but little work has been done (only one shallow cut giving a depth of four feet) being open, which I believe is not on the point of the true fissure vein, which I believe to exist. The one in sight is a pregation of copper pyrites with the green stones in the close vicinity of the ledge. A tunnel driven on this vein a distance of 200 feet will give you 500 feet of vertical depth. From my knowledge of the surrounding district and the surface croppings on your claims, I do not hesitate in advising you to drive a tunnel, as I am sure that your property, with proper development will show up equally as well as the Japanese mine in Ikeda Bay. I have seen about 30 open cuts and tunnels in the district between Huston Inlet north of Carpenter Bay and Rose Harbor, a short distance to the south; all of these show the veins to be true fissures lying in a deep-seated mass of rock of volcanic origin. I did not have time to inspect all your claims owing to bad weather, but from what I did see, I advise you to do more stripping and cutting on the vein on the "S. R. M." claim, before commencing your tunnel. The surface showing on the claim fully warrants this amount of expense. I believe that with careful development work your property will make a mine.

All of which is respectfully submitted.

Yours, etc.,

(Signed) K. P. MOORE, M.E.

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QUEEN CHARLOTTE ISLANDS are destined to become a busy commercial and mining centre. Already their coal, gold, farming, fisheries and lumbering have attracted universal attention and capitalists are already investing—while sufficient development work has been done to demonstrate beyond a doubt a bright and prosperous future for this new empire of vast resources. It is through the press that the public expect and receive the news of development of these resources. The *Queen Charlotte News* is the only newspaper published on Queen Charlotte Islands. Issued once a week—dating from July 1st, 1908—and quoting facts, it has had a great deal to do with the bringing of Queen Charlotte Islands into public notice. Two dollars paid on or before July 1st, 1909, will not only secure the *News* for one year, but will entitle each paid-up subscriber to two chances in the following drawing of Queen Charlotte lots: First prize, a clear deed to lots 17 and 18, in Block 2, Keith's Addition to Queen Charlotte, price \$300; second prize is \$300 worth of lumber at Queen Charlotte, given by the Moresby Island Lumber Co.; third prize is a clear deed to Lot 3, in Block 3, Addition "A," present price \$200; fourth prize is a clear deed to Lot 19, in Block 11, original townsite of Queen Charlotte, price \$200. This is an opportunity of—first, receiving value for your money, and secondly, of making from three to five hundred dollars out of a two-dollar investment, for any of these lots, we believe, will sell for more money long before July 1st, 1909. The titles are clear and guaranteed by

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THOS. S. GORE, of Victoria, B. C., and  
J. C. KEITH, of Vancouver, B. C.

# en Away to Those Who Our Way of Advertising

THE drawing will take place July 1st, 1909, at Queen Charlotte, in the following manner: Each paid-up subscriber to the *News* for 1909, will be entitled to two guesses, first, as to the number of lots sold in Queen Charlotte, including Keith's and Addition "A" to Queen Charlotte up to July 1st, 1909; second, as to the number of paid-up subscribers to the *News* up to July 1st, 1909. The second will be dealt with in the same manner, being the next nearest guesses to lots sold and *News* subscribed to July 1st respectively. By filling out the coupon hereto attached and sending two dollars to the *News* or by sending a receipt for 1909, signed by a duly authorized agent of the *News* attached to your coupon, you will be entitled to the two guesses. These guesses must all be sent to the *News* office at Queen Charlotte, B. C., on or before June 1st, 1909, when all guessing will positively close, while the sale of lots and the subscription to the *News* will continue to July 1st, and the books of both Companies will be inspected by a committee of three and the rewards made according to the actual figures.

## Queen Charlotte News Coupon, 1909

QUEEN CHARLOTTE PUBLISHING CO.,  
QUEEN CHARLOTTE, B. C.

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Signed \_\_\_\_\_

Address \_\_\_\_\_

Date \_\_\_\_\_



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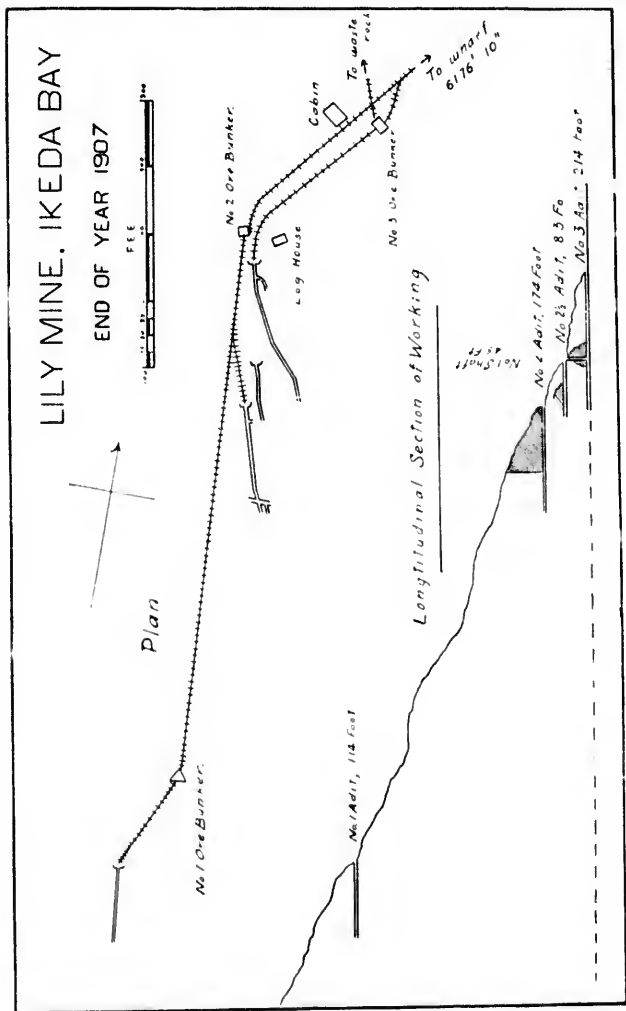
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**Activity in Mining at the Queen Charlottes**

The Tye smelter, Ladysmith, Vancouver Island, has bonded the "Eagle" group of four claims at Jedway, Moresby Island, says the Vancouver News-Advertiser, November 2. Development on a comprehensive scale will proceed immediately.

A one-mile tramway will be built to the beach to facilitate operations.

Bellingham capitalists are operating the Bellingham copper mine on Collison Bay, Moresby Island, and have made a fine strike on the "Black Prince" claim.

A Vancouver syndicate has a promising property in the "Copper Coin," on Moresby Island.

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### **Another Strong Corporation**

Among the recent strong corporations which have been recently formed with a view of development in the Queen Charlotte Islands is the Moresby Island Developing & Prospecting Company, Ltd., of Vancouver, B. C. This company is composed of prominent business men, and is headed by Mr. S. R. MacClinton, Managing Director. This corporation, capitalized at \$25,000, has acquired over fifteen valuable mineral claims on Carpenter Bay and Stewart Channel, where considerable development work is contemplated. The quality of the ore, Mr. MacClinton reports, is much the same as that of the Ikeda mines, and assays from \$16 to \$52 per ton. These properties lie within a short distance of the water's edge and are considered exceptionally valuable. A report of the Mining Engineer who examined these claims will be found on another page of this pamphlet.

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### **The Tye Copper Company, Ltd.**

One of the principal industries of Vancouver Island is that of copper smelting, for which the Island has exceptional facilities, including magnificent land-locked harbors, and a supply of coke from its own coal fields, and a variety of copper ores particularly from West Coast properties.

There are two large smelting companies operating on the Island. Perhaps the more important of the two is the Tye Copper Company, whose works are situated at Ladysmith, Oyster Harbor.

This company have been working since 1899. Their smelter was "blown in" in 1902, and in addition to the smelting works, they own and operate a number of mines at various points, at Whitehorse, in the North, Queen Charlotte Islands, Vancouver Island and the mainland.

Their best known mine is the Tye, on Mt. Sicker, about 11 miles northwest of Duncan, where enormous lenses of chal-

copyrite associated with some baryta have been developed in a schistose country rock. The main shaft of the Tyee mine has reached a depth of 1,250 feet, and the property has been equipped with a complete and extensive mining plant, including air compressors, rock drills, diamond drill plants, hoists and an aerial tramway some  $3\frac{1}{2}$  miles long, furnished with a fine 400-ton bunker terminal at the Tyee Siding of the Esquimalt & Nanaimo Railway, about 17 miles from the smelting works.

The property has already shipped more than 171,660 tons of ore to the smelter, which ore has yielded a gross value of \$2,433,000, out of which substantial dividends have been paid.

By the time the richer ores from Mount Sicker have become exhausted a considerable custom-ore smelting business had been built up, and in 1907, owing to the large increase of shipments of custom ore, which more than made up for the falling off in their own mines, the company arranged to build their own wharf, which was completed early in the present year. Now they have every modern facility for handling ore shipments with the utmost despatch, economy and efficiency.

Formerly the Head Office of the company was at Duncan, V. I., B. C., for facility of communication with the mines, but at the beginning of this year it was removed to the Board of Trade Building, Victoria, thus affording greater facilities to mine owners and shippers of copper ore for transaction of business with the company.

During the current year, the company have worked under lease the "Indian Chief" mine, belonging to ex-Lieutenant-Governor Dewdney, situated at Sidney Inlet, on the West Coast of Vancouver Island, and from this a considerable tonnage of low-grade ore has already been shipped to the smelter.

It is understood that the Tyee Copper Company, in order to encourage and assist in the development and expansion of the copper mining industry, is offering to develop properties having sufficient prospective merit and to equip them with aerial trams, air compressors, hoists, and all necessary shipping facilities. The company's policy is not themselves to buy mines; they seek only to develop properties which have merit and to bring them into the producing stage, assisting the prospector in this way to realize results from his work more quickly than would otherwise be the case.

#### THE SMELTING WORKS

The company's smelting works and operations are briefly described in the following:

# CANADIAN PACIFIC

BRITISH COLUMBIA COAST SERVICE TO

## QUEEN CHARLOTTE ISLANDS

### TIME TABLE

Subject to change without notice.

#### SS. BEATRICE

From Victoria 11 p.m., 1st and 15th;  
From Vancouver 8 p.m., 2nd and  
16th of each month, calling at—

ALERT BAY	JEDWAY
RIVERS INLET	SKIDEGATE
(WADHAMS)	QUEEN CHARLOTTE
NAMU	PT. ESSINGTON
BELLA BELLA	SKEENA RIVER
GHINA HAT	PRINCE RUPERT
SWANSON BAY	METLAKATLAH
GOLLISON BAY	PORT SIMPSON
IKEDA BAY	NAAS

On or about April 1st, it is the intention of the C. P. R. for to operate three steamers to the Queen Charlotte Islands which include the Amur, Queen City and Beatrice.



C. P. R. Steamer "Princess Ema" Unloading Moresby Island Ore at Tye Company's Smelters, Ladysmith.

#### HANDLING THE ORE.

Ore arriving by sea is received at the company's own wharf, newly-constructed on Oyster Harbor. Upon this wharf are two ore bunkers—one fixed and having a capacity of about 300 tons, and the other, movable, and holding 100 tons. The latter, being on wheels, can be moved along the wharf. With this arrangement of bunkers it is practicable to unload from two

hatches of a vessel simultaneously. The bunkers are provided with electric hoists and other power appliances for expeditious unloading, and they have chutes on both sides to facilitate the loading of the trains of cars.

Side-discharging cars, each of two tons capacity, convey the ore from the wharf bunkers up an incline 1,000 feet in length to the storage bunkers. The cars are operated in three trains of five cars each; while one train is being weighed and its cars dumped at the top of the incline, another is on its way back to the wharf, and the third is being loaded. The trains are hauled up the incline by a steam-driven winding engine placed at the top. An electric locomotive handles the cars at the upper end of the incline, first running them on a Fairbanks' 40-ft. platform scale having self-registering beam, and weighing all five cars at the same time, and then drawing them over the storage bunkers to be dumped. One car or more of each train, as required, is switched to the sample bunkers, which feed directly into the sampling mill crusher.

The whole of the arrangements work smoothly and efficiently, and reflect the greatest credit on the designer, Mr. W. J. Watson, the Smelter Manager.

There is an alternative method for dealing with ore which may arrive by the E. & N. Railway, from any part of Vancouver Island, and other ore arriving from Vancouver and various Southern ports in self-dumping cars, on the transfer ferries. These latter cars are discharged at the Ladysmith slip of the E. & N. Railway Company, and with any ore cars arriving by the E. & N. Railway are switched around to the Tyee Company's large general ore yard, where there are bunkers for 1,000 tons, roasting floors, and ample storage capacity for very large quantities of ore when required; also facilities for treating special parcels of ore.

#### ORE SAMPLING.

The sampling mill is 29 by 34 feet by 70 feet high, with a pit 14 feet deep for the No. 4 Gates gyratory crusher. The ore is fed directly to the crusher and broken to pass through a 2-inch ring; it is then elevated to the top of the mill and passes on its downward course, consecutively, a Snyder disc sampler, a Blake crusher, a second Snyder sampler, and two sets of rolls, so that the sample which reaches the steel floor is about the size of wheat. This sample is quartered down and run through a small grinder in the ordinary way and finally put through a Braun disc pulverizer. With high grade ores the

pulp has finally to be passed through a 150-mesh sieve, but with low-grade copper ore a 100-mesh sieve is used.

#### BLAST FURNACE SMELTING.

There is in operation at the present time a 42-inch by 120-inch Allis Chalmers Company water-jacketed blast furnace, capacity about 275 tons per day, although with suitable mixtures more than 300 tons per day have often been smelted. The air for the furnace is supplied by an 8,000 cubic foot blower at a pressure of from 24 to 30 ounces. A larger furnace 42 inches by 160 inches, capacity about 400 tons per day, is on the ground ready for installation. This furnace will receive 14,000 cubic feet of air per minute at about 2 pounds pressure. The blowers are both belted to Reliance Corliss engines. With two furnaces installed, the works will have a capacity of 20,000 to 25,000 tons of ore per month.

Arrangements have been made for the installation of a mechanical furnace feed. The molten material from the furnace flows into a forehearth 4 feet wide by 12 feet long, attached to which is a matte compartment, through which the matte passes continuously if sufficient matte is being made, but it can also be operated intermittently at intervals of an hour or more. The slag is granulated by dropping into a powerful jet of cold water, and is then automatically washed out into the bay.

In fact one of the most favourable features in the mining enterprise on Queen Charlotte Islands is the fact that this Company offers our miners the lowest smelting rates on customs ores in the world, a facility which cannot fail to be appreciated.

#### GENERAL.

There are at the smelter four sets of ore bunkers with a storage capacity of 7,000 tons, also several hundred feet of trestling, with a storage capacity of many thousands of tons of stock ore.

In close proximity to the smelting works are the Company's laboratory and general offices in separate buildings. The laboratory is fully equipped with modern appliances for purposes of assay and analysis, and especial care is taken to ensure accuracy in assaying, in this way conserving the interests of those from whom ore is purchased.

The Company deservedly enjoys an excellent reputation for fair dealing with its customers, who are afforded every facility for watching the sampling and assaying of their ores, thereby establishing the confidence necessary to success in building up a large custom smelting business.



Moresby Island Timber on Property of S. R. MacClinton Syndicate.

### **Valuable Timber Rights**

Dr. C. Nogero,

Victoria, B. C.

Dear Sir,—

Replying to your request that I should furnish you with a report relating to timber lands on Moresby Island, Queen



Charlotte Islands, B. C., I think I cannot interest the general public further than by giving a report of timber rights which my Company controls—this will give your readers a very general idea of the excellence of one of the many resources with which Moresby Island is gifted:

**Locations:** This timber is situated on Moresby Island, and consists of one hundred and twenty-one square miles, or seventy-seven thousand four hundred and forty acres, now under license to S. R. MacClinton and others, of Vancouver.

Moresby Island is the south island of the Queen Charlotte group. The timber referred to is situated on the northern part of the island, on a place known as Cumshewa Peninsula, bounded on the north by Skidegate Inlet, and on the south by Cumshewa Inlet. One-half of the tract of timber is directly tributary to Skidegate Inlet, but can as easily be taken out to Cumshewa. Both these inlets are fine harbors, especially Cumshewa Inlet, extending as it does twenty miles inland, with numerous bays, which makes it thoroughly protected. As before stated, one hundred and twenty-one claims or sections, for convenience sure, can be divided into two lots, namely:

Those directly tributary to Skidegate Inlet, and those directly tributary to Cumshewa Inlet. Owing to the flat, level country, all this timber can be brought to Cumshewa Inlet at a very little additional cost. Most of the timber directly tributary to the Cumshewa Inlet can be logged directly into Kallahin or Mosquito Lake or River, as the river is only three and one-half miles long and the lake, behind it, is a good-sized one. The river can easily be fixed for bringing out logs. I should say five thousand dollars would make the necessary improvements.

**Markets:** This timber is situated only eighty miles from Prince Rupert, the terminus of the Grand Trunk Pacific Railway, the new transcontinental road now building, and which has to be running to that point by 1909. Work at this end is now being commenced, and thousands of men are now being brought to rush it to completion, and this and the country behind it will give an unlimited market, as the Great Canadian Northwest is growing by leaps and bounds, and the demand for lumber is always double the supply, and this condition will be worse as there is very little lumber to be gotten in the North; besides this, there is the world for a market, as this timber is situated on tide water, which makes it possible to ship to any part of the world. Japan is already getting large quantities of lumber from British Columbian points. The rates

from Moresby Island to Californian points are \$2.50 less than from the Puget Sound points. This is because Moresby Island lumber can be shipped on foreign bottom boats.

**Timber:** The timber consists of Spruce, Alaskan Pine, Red Cedar and Yellow Cedar, or Cypress, in the following proportions: Spruce, 40 per cent.; Red Cedar, 25 per cent.; Alaskan Pine, 30 per cent.; Cypress or Yellow Cedar, 5 per cent. The timber stands well on all the lands, as it has been very carefully selected. The Spruce is of a very high grade, many of the trees cutting eighteen and twenty thousand feet of lumber, and this runs largely clear, as the trees are often ten and twelve feet on the stump and run as high as one hundred and fifty feet to the first limb. The average tree, however, is about four feet on the stump and one hundred feet to the first limb.

The Alaskan Pine comes next in quantity, running 30 per cent. This is a beautiful white wood, with fine grain. Owing to its taking a high polish, and its durability, it is creating a great demand for itself; in fact, it is equal to the celebrated Douglas Fir. This timber stands well, with long, clean trunks, averaging about four feet on the stump and from sixty to eighty feet to the first branches.

Red Cedar, running about 25 per cent., comes next. This wood is already too well known to comment upon, but I might say that the timber that grows on this particular ground is on an exceptionally high grade, as the trees are very tall and straight, often running perfectly, clean and straight, eighty feet to the first limbs, and cutting off at this place thirty-six inches. This is an unusual thing for cedar, and makes it very valuable, as it is usually inclined to be faulty.

There is only about five per cent. of Cypress or Yellow Cedar. This is found on the hills, and is a beautiful wood. The quantity as yet is so small that it has not a regular market, but is much sought after for boat-building purposes. The round logs, before being manufactured, easily sell at fifty dollars per thousand feet.

Summing up the seventy-seven thousand four hundred and forty acres, with an average cut of, approximately, twenty-six thousand feet to the acre, of merchantable lumber, we have two billions of lumber. In addition to this, there is a larger quantity of second-grade lumber, including railway ties, telegraph poles and piles, which are in great demand at the present day, which will bring the total cut up to two and a half billion feet of lumber.

**Logging:** The ground is comparatively level, render-



"Good Ge Heat God," Relic of Indian Creation at Jedway, B. C.

ing logging operations inexpensive. One-half of the entire cut can be put to the mills at a cost of \$3.50 per thousand feet; the balance will be a little more expensive, and will cost, I will say, an additional 50 cents, as there will have to be some short

logging railways put in, but this will not be necessary for a great many years.

Taking the whole thing into consideration, this is a very valuable proposition, as it is so conveniently situated, as the logging is so cheap.

Climate: The conditions of the climate are more favorable for logging than either Oregon or Washington, as there is only thirty-four inches of rain fall, and seldom any snow. This condition is brought about by the warm Japanese currents which wash the shores of these islands.

Fires: There is no danger from fires, as none of any extent has ever visited these islands. This is because the vegetation in the summer time gets so luxuriant, and in the winter, the rainfall.

Respectfully submitted,

S. R. MacCLINTON.

Vancouver, January 8th, 1909.

### **Whaling Business Will Boom on the Queen Charlotte Islands**

Capt. G. A. Huff, one of the leading business men of Alberni, has just closed up some matters in connection with the establishment of the new whaling station at Rose Harbor, Queen Charlotte Island group. Experience at the whaling stations that have been established on the Coast have tended to show that there is quite as much to be made out of the many by-products of the industry as can be had from the direct turning of the main part of the animal into fertilizer. Capt. Huff has had charge of many of the experiments along these lines, and the results have been quite satisfactory. It is now intended to conduct the same and additional experiments on a larger scale, and those that give evidence of commercial success will be incorporated into the new plant at Rose Harbor.

Capt. Huff will have the full charge of the new plant at the south end of Moresby Island, and all the reports that have come from that section are to the effect that there are as many or more whales in evidence at that point as there are anywhere else along the coast.

"As to the whaling business, I think the returns of the last season will bear me out when I say that there is not a more successful business on the coast, when the amount of capital tied up is taken into consideration. The determination to put in the fourth plant at Rose Harbor, on the lower end of

Moresby Island, was arrived at after careful prospecting all along the coast, and when all the additional machinery for handling of the many by-products is in place and running, we will have up there one of the most complete plants on the Coast, if not in the world."

### **Jedway the Seat of Government for the Queen Charlotte Islands**

Attention has been called in this pamphlet to the many resources of the Queen Charlotte Islands, but in order that no misleading statements could be inferred, or any locality, unless particularly deserving, should attract special attention, it has been the aim of the compiler of this work to speak of conditions as they are found. Jedway, being practically the mining centre of the Queen Charlotte Islands by virtue of the Government having selected it as its seat, where all its operations are directed and conducted. When Jedway was yet in its swaddling clothes, the administration was keenly alive to the fact that it was incumbent upon it to establish a Mining Recorder's office, and at once commenced active operations, by erecting a suitable building for conducting its business. This occurred about one year ago, and so rapidly has the business of the Government increased that the building was quite inadequate to the carrying on of the voluminous affairs with which the officials were confronted. The Government has, therefore, built another large and spacious building on the shallow water side of the harbor, almost opposite where the first structure was erected containing offices for Mining Recorder, Constable, Magistrate, Police Court, Jail, etc., thus giving Jedway two public buildings. It is, therefore, but just to speak of Jedway as the centre of Queen Charlotte Islands. Jedway is particularly well favored from a mining standpoint. It is in close proximity to the Ikeda mines, being scarcely two and one-half miles from the celebrated properties which are now shipping to the Ladysmith smelters close upon two thousand tons of rich ore monthly. Some of the best mines on Moresby Island are in course of development at Jedway. The "Copper Queen," which is owned by Mr. J. McMillan, of Seattle, and the "Eagle Tree" operated by the Tyeo Cooper Company, have, during the past few months, vigorously prosecuted development work, running continuously three shifts daily, and will be making monthly shipments early this spring, as considerable ore is now on the dumps.

Simultaneously with this article going to press, a very im-

portant purchase has just been effected; these include the "Toga No. 1," "Toga No. 2" and the "Swede." These properties were bought by Mr. J. R. Scott, of Victoria, and the writer considers them among the best properties which so far have been located at Jedway.

The great value of these mines in connection with their gold, silver and copper-bearing qualities is that they embrace over three thousand feet of water frontage, and are located on the deep water side of Jedway Harbor, upon which the



Government Building at Jedway. Municipal Offices.

business portion of the town is situated. Some development work has been done on the "Toga No. 1"; a tunnel some 60 feet long has been driven with most excellent prospects. It is the intention of Mr. Scott to immediately commence active operations on these properties, and this, together with the many improvements now in progress and in contemplation, assures Jedway of a rapid and solid growth.

It is not our intention here to dwell at length on the manufacturing industries located at Jedway, canneries, saw-mills, etc., etc., as these various industries have been spoken of elsewhere in this pamphlet. Sufficient to say, that the Government regard Jedway as the Metropolis of the Islands, and at

this writing are establishing a Wireless Telegraph Station there, which will bring the islands in direct communication with the outside world. It has also surveyed a townsite, which is now ready to place on the market, and it is reasonably safe to say that before 1909 closes the same will be dotted with comfortable homes by settlers who have come to seek fortune at this new Eldorado.

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### **Jedway Hotel**

That Jedway is a progressive, go-ahead town is evidenced by the fact that it boasts of an hotel which, from its cuisine, point of service and equipments, cannot be surpassed in any new town. The present owner, Mr. B. Metcalfe, is a gentleman of wide hotel experience, and is ably assisted by his manager, Mr. J. Lee. The Jedway Hotel, of which an illustration appears in this publication, is a well-built, three-storey building, commanding an excellent view of Harriett harbor.

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### **Victoria Colonist Speaks Editorially of Queen Charlotte Islands**

"Those who are interesting themselves in the development of the resources of Queen Charlotte Islands anticipate great progress during the present year. We are of the opinion that they are fully justified in entertaining this hope, as the movement for the opening up of that rich northern district has now assumed very promising proportions."

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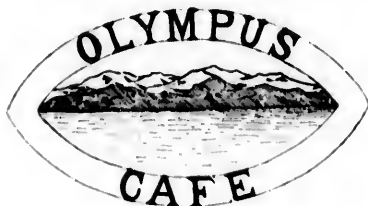
### **At Collison Bay**

Remarkable development in mining industry has taken place within the past year at Collison Bay, and several large deals have been consummated within the past six months; the latest went through last month, when Mr. J. H. Gordon, of Collison, jointly with Capt. Locke, of Victoria, and Commander of the C. P. R. SS. "Amur," sold to a Seattle Syndicate the "Black Prince" property for \$60,000. Mr. Gordon, in his report previous to the sale of the mine, stated: "We are busy at work on the "Black Prince," which is situated at the back of the "Bonanza" claim. We have a remarkable showing about seventy feet high and three hundred feet long by twenty feet wide, which appears to be all ore and which can be traced for over one thousand feet in length and averaging over four feet

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SETH L. CHAMBERLIN,  
MANAGER



wide, which is a continuation of the big showing. We have driven a tunnel about fifty feet under the big showing, and expect to reach the vein at any moment." The above was written previous to the sale of the property, which has just been effected at above figure.

Mr. Gordon is also interested in the Bellingham Copper Company's properties, which have been undergoing development within the past six months, and are particularly promising, a large body of ore being now on the dump.

Other valuable properties are held at Collison by Messrs. I. Thompson, Carlyle, McYoung, Tretheways and other large and influential men, who early this spring will begin active work on their various properties.

Collison Bay has a very promising future, and will be a large producer of rich ore this coming year.

### **Totem Poles**

Nin-Stint is a deserted Indian village on Anthony Island, in Houston-Stewart Channel, south end of Moresby Island, Queen Charlotte Islands, B. C.

Haida Indians claim that 3,000 warriors were killed in the last battle fought at this place, and that the remains were buried in the vicinity of these totems.

(See Illustration in this Pamphlet).

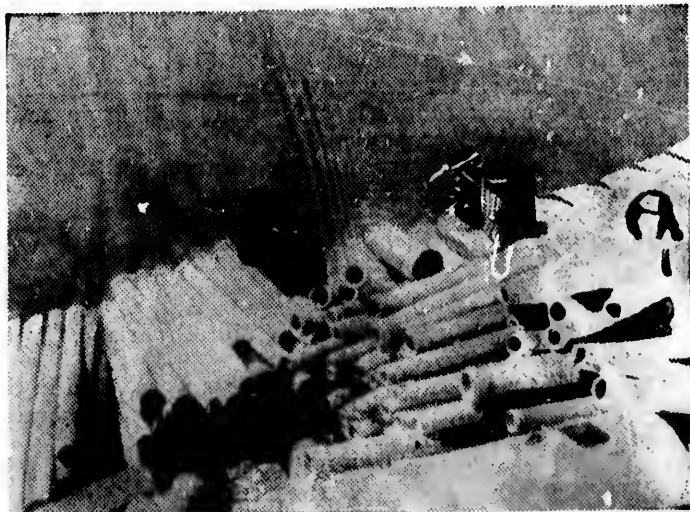
### **Huge Deal in Coal Lands**

#### **Queen Charlotte Island Areas Secured by Wealthy Syndicate**

On January 10th of this year, says the Victoria Colonist, financed by a well-known New York multi-millionaire and English capitalists, a company has been formed with a very large capitalization, probably from \$8,000,000 to \$10,000,000 to take over the 27,000 acres of coal lands on Graham Island acquired from the local syndicate by the firms of Tracksell & Butler and Gray, Hamilton, Donald and Johnson, of Victoria, who, with some other strong Eastern men, interested the capitalists who have given such a liberal amount of backing to the big corporation formed for the immediate and extensive development of the big coal property. Work will be commenced at once. An application is now before the Legislature for a charter for a line of railway between Skidegate and Rennel Sound to open up the mining district, and it is expected that before the City of Prince Rupert has become anything like the large consumer

the new Northern city will be, the bunkers of this corporation will be built and its own colliers will be calling there. Probably a fleet of colliers will be required.

Looking farther South, are the famous George Bay Mines, on Moresby Island, with its magnificent deep-water frontages and bays running through the West and East Coast of the

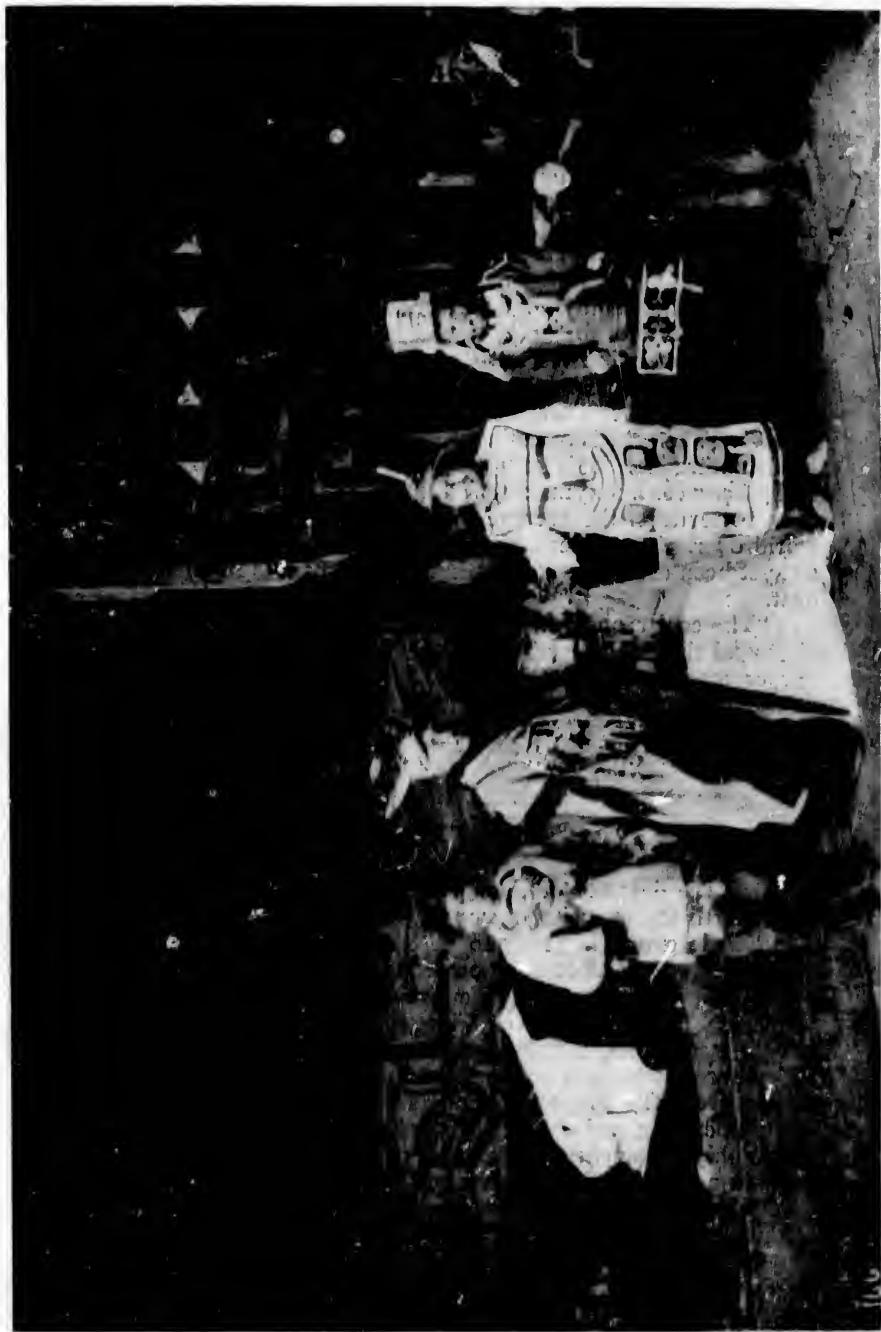


Unloading Pipes for Waterworks, Queen Charlotte.

Island; engineers claim, that these are the finest bituminous coal beds on the entire Queen Charlottes. These properties are owned by an American Canadian Syndicate in Victoria, and are particularly promising.

### **Mining Engineer's Report on Queen Charlotte Islands**

That the Queen Charlotte Islands are destined in the near future to be the scene of one of the greatest copper camps ever discovered in British Columbia, and that the sections of the Bulkeley Valley will ere long rival the Cocur d'Alenes of Idaho as a silver-lead producer, is the considered opinion of R. C. Campbell-Johnston, one of the best known mining engineers in the Province. Mr. Campbell-Johnston has been mining in the Province for many years, and formerly was a resident of the



INTERIOR AND STOPPING PLACE OF HYDA CHIEF'S RESIDENCE ON MORESBY ISLAND.

Kootenays. He is now, however, located in Vancouver, where he has a large consulting and reporting practice.

He has just returned from an extended visit to the Queen Charlotte Islands on behalf of capitalists whom he represents, and has made a thorough examination of the principal properties on Graham and Moresby Islands. Some of these examinations were made for the purpose of a report, and others with the idea of thoroughly examining the geological characteristics of the country in so far as they can be ascertained from the account of work done so far.

Speaking of these Islands, Mr. Campbell-Johnston said.

"There are some large coal areas on Graham and Moresby Islands. The coal is bituminous, and there are patches of high grade anthracite. This anthracite analyses 86.4 per cent. carbon and 3.6 per cent. ash, making it about the best coal in the world, even better than the average Welsh coal, which is famous the world over. The extent of the deposits of this anthracite has not yet been ascertained, but what there is of it is impossible to beat.

"The coal crops out against the volcanic rock towards the west and dips to the east, and the further east one goes the deeper the measures are. A good deal of work has been done on this property, which belongs to the Wilsons of Victoria. There is also another big block of coal lands on the same island which is owned in Victoria.

#### Great Copper Deposits

"Moresby Island, I think, is destined to be one of the greatest copper camps ever discovered in British Columbia, rivalling the deposits of the Boundary country. From Klumkwoi north the deposits of copper ore are very large indeed. The Swede group is going to be one of the big mines of the country. It is an enormous outcrop of low-grade, self-fluxing ore, which reminds me of the Granby Company's mines at Phoenix. There are several large deposits with somewhat similar geological characteristics. The gangue is a diabase with altered limestone and magnetic iron, which makes a self-fluxing ore. The copper is found as a chalcopyrite, changing to bornite near the surface. Its commercial value has not yet been thoroughly demonstrated, but the ore would appear to average two per cent. copper so far as the tests made have gone.

"I don't care to give figures for publication as to the size of this deposit, as I would be accused of exaggeration, but you can take it from me that it is of enormous extent. There is another great big property on Tasso Harbor, on the west

coast, and the Hawk's Nest group on Taluukwa Island is a third very large deposit. With ore bodies the size of these it is impossible for the prospectors to do more than surface work, and sink a number of pot holes, but at that there is an immense amount of ore disclosed. These are propositions for a big company, strong enough to put up its own smelter.

"These large low grade ore bodies are all on the north part of the island. The mines on the south half are high grade, with smaller veins running from 10 feet wide down. Some of the properties, however, boast more than one parallel lense containing ore. At Jedway, Collison Bay, Ikeda Bay and other places very promising claims have been located and developed. The Ikeda mine, which belongs to the Japanese, is a beautiful little property. Much of the ore in the pay chutes will run 14 per cent. copper and \$15 in gold, as well as some silver. The Japs are shipping every ton of ore they encounter and seem to be making a good thing of it.

"I have no doubt that the Queen Charlotte Islands have a great future before them. Apart from their mineral wealth, they abound in all kinds of natural resources. The climate is good and the scenery enchanting. They should some day make a favorite tourist resort."

### **The Bank of Vancouver**

We desire to call the attention of our readers to the Bank of Vancouver, particulars of which appear on another page.

Halifax, Quebec, Montreal, Ottawa, Toronto, Hamilton and Winnipeg are all the homes of chartered banks. Vancouver is the fourth city in population in the Dominion, and the clearings of the branch banks in Vancouver in amount for the year 1908 place her also fourth in importance in commerce and finance. She should have her chartered bank. The Bank of Vancouver has its charter. Its field is the most promising in Canada. The provisional directors are successful business men, familiar with British Columbia and well-known in the East. We are informed that the management will adhere to the well known lines of conservative banking, and its efforts will be directed to bringing capital to the Province to develop our resources. Our people appreciate it, and we hope that all our readers will support in every way this worthy enterprise.

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