

A large quantity of ore was accumulated on the ground of the Centre Star, the bunkers of which are filled. In the Le Roi I am credibly informed the showing in many directions is very encouraging, and although little is said about the War Eagle, it is well known in well-informed circles that there is a large ore reserve which will be shipped sooner or later.

Civic improvements go on apace with this progress, and often it anticipates it, for the typical Rosslander that takes an interest in the progress of this mountain city does not permit every little breath to frighten him as to the future. Building improvements are noticeable on all sides, and some very cosy homes are among the ties that bind the Rosslander to his familiar mountains.

A growing interest is being taken by Rossland people in the district of East Kootenay. A recent venture by a number of Rossland men, amongst whom may be mentioned Messrs. C. S. Wallis, J. A. Kirk, F. W. Hinsdale, L. H. Moffat and others, is the Kootenay Land and Exploration Company (Limited). This company has a capital of \$50,000. It has been formed for the purpose of acquiring the assets and privileges of the Kootenay Land Exploration Syndicate in the Windermere district of East Kootenay. According to Mr. Hinsdale, among the assets are the townsite of Peterborough comprising 160 acres, a saw mill valued at \$6,000, etc. The population of Peterborough is about 250 and is increasing. The town is surrounded by very promising mineral prospects and some partially developed mines. The Delphine group recently made a shipment of 200 tons of ore, which went as high as \$127 per ton, to the Trail smelter. The company is well managed and has still half its capital in the treasury after spending a large amount—at least \$30,000—in improvements. Peterborough is named after Peterborough, Ontario, and its promoters are men of stability and enterprise.

#### YMIR.

(From Our Own Correspondent.)

I regret to state that mining in this section is at present somewhat quiet. It is difficult to find a reason, but we are living in hopes that the cause (whatever it is) will soon be removed and that steady work will soon be started. I am pleased to state that the Ymir Gold Mines, Limited, are now operating with a full battery of 80 stamps, and the result should greatly assist this camp on the London market. Mr. Wm. Dodd, representing a Winnipeg syndicate, has a force of men at work on the Snowslide claim, situated on Wild Horse Creek, and a very fine lead carrying good values, has been opened up. The Broken Hill Mining and Development Company, to which I referred last month in the RECORD, have decided to install a mill on their property, and that will give the camp yet another producer. I understand that the deal of the Dundee Gold Mining Company has gone through involving an investment of about \$250,000 in developing the property and placing it in a productive position. It is also stated that the Tamarac, operated by the Kenneth Mining and Development Company, will soon commence operations. Mr. Vernon, who is operating for an Owen Sound syndicate, has a number of men at work on the Big Four group and he has uncovered a fine grade of copper ore which will give big results in silver, some assays that I have seen showing values of over \$500.

#### SLOCAN.

(From Our Own Correspondent.)

The general situation here remains practically as it was, a very material increase in the output of some of the more prominent mines, however, furnishing cause for congratulation. The Payne, Slocan Star, Last Chance, Queen Bess, Whitewater and Ruth have all been doing well in this direction, while the Bosun created a record for itself by shipping seven cars during the month of June. Just at present the mines of East Kootenay are overshadowing all others by their doings and if they are able to maintain shipments continuously at their present rates the Slocan may find itself hard run for supremacy. They will comprehend better in a few months, however, the difficulties in the way of uniform production, added to which, of course, the difference between tonnage and value will doubtless be forcibly brought home when they come to examine the smelter returns closely. That great mines really exist in that region there can be no question, the class of ore being sent to the St. Eugene concentrator comparing very favourably with any in the Slocan undergoing similar treatment, although the mill at the Whitewater is evidently receiving excellent feed or it could not possibly turn out a carload of concentrates daily as it is doing.

Work of a substantial nature is going on all around Sandon and consequently we are in no way surprised to see that town commencing to rebuild in earnest. About \$80,000 is expected to be divided amongst the shareholders of the Payne at their forthcoming meeting, but with this exception, the majority of managers are so engrossed in planning and carrying out further developments that dividends are forgotten for the nonce. Both the Ivanhoe and Slocan Star are engaged in driving long tunnels, the latter projecting one which is to be over 2,000 feet in length when completed. It is in work of this nature that the advantages of machine drills over hand labour can best be demonstrated and needless to say both companies are adopting this means of quick driving. A departure from ordinary usage will be followed in the case of the Star, the intention being to make the tunnel large enough to admit of horses being employed for purposes of haulage, a procedure, of common occurrence in coal mines but comparatively rare in metalliferous workings albeit sometimes in use in the Silver King mine near Nelson. What is needed more than anything else in the Slocan at the present stage is economy of working and the substitution of mechanical processes for the wasteful methods now in vogue, but it is obvious that there are many difficulties in the way or they would have been adopted long since. While the ore is high grade, the tonnage is barely sufficient to warrant the introduction of machinery and methods without which successful mining would be an utter impossibility in less favoured regions, but the time may arrive, and that sooner than many people imagine, when some such course will become inevitable if profitable returns are to continue; in other words, the question of tonnage will become relatively as important as that of values if the maximum of economy is to be obtained.

There is no great stir in the lake district, the customary excitement over new finds at this season of