The New Denver Ledge recently suggested, as did the MINING RECORD on a previous occasion, that the system of taking and working mines on lease under royalties might well often be adopted here as it is in Colorado, to the mutual benefit of owners and lessees. The lease on royalty system enables skilled miners to operate mines which do not warrant capitalization and would probably facilitate the successful exploitation of claims likely to be of productive rather than long lives. On the royalty system these would be worked so long as the one paid and then with no loss of capital, too frequently representing unduly large promoters' profits. There are numerous claims in British Columbia—especially in the silver-lead districts—in the case of which dividends on large capitals could not be expected, but which might on a royalty system be advantageously worked.

It is now abundantly clear that the yet few but extraordinarily rich producing mines of East Kootenay will even this year make the output of that district rival, if not exceed, that of the Slocan.. The St. Eugene concentrates run to $70 a ton, and the mine shipped 1,800 tons in August. The St. Eugene's output for last month continued on much the same scale, and this one group this year will contribute most importantly—probably to the extent of seven figures—to the East Kootenay output. The North Star and Sullivan mines will also make great showings, and in consequence East Kootenay should this year reach the two million dollar mark of metal production. The substantial value and saleability of the St. Eugene concentrates is, meanwhile, well shown by the fact that there is now a large and permanent demand for the product, which is being purchased by the Guggenheim Company, Antifagista, Chile.

Although few mines of the Lardeau District are shipping this year, and these only of selected ore—freight and treatment charges running to between $40 and $50 a ton—it seems not unlikely that ere the close of the year the district may be credited with an initial output of between $100,000 and $150,000, perhaps more nearly the latter. This will not be at all a bad beginning for some three or four producing properties. Until railway and also better trail communication comes, the Lardeau will only be able to ship to advantage its very richest ore, and nothing that does not run considerably over $100 a ton will be sent out. Some of the recent shipments have, however, run as high as $300, the ore being no doubt carefully sorted, and of the highest grade procurable.

It is not, however, to be expected that the exceptionally high present values will be maintained as an average when the district commences to produce in earnest. This notwithstanding, the Lardeau will doubtless have several very substantial mines thoroughly established in the course of next year.

The Triune mine, in the Trout Lake district, is being operated under lease. The lessees lately shipped a carload of ore, which netted them over $250 a ton. They are certain of getting out 150 tons, and if weather conditions are favourable they expect to ship 200 tons before the lease expires at the end of the year. If they succeed in reaching the latter figure, they will net $50,000. What proportion of this goes to the owners of the property we do not know; but there will be enough left to pay fair wages to the four lessees for the time they have worked.

The London Consolidated Company, Ltd. proposes to let a contract for the shipment of 5,000 tons of ore as soon as the road to their property is completed. The properties of the company are located about seven miles inland from Crawford Bay, on Kootenay Lake. The ore is rich and the vein has been under steady development for between two and three years. It is a blanket vein and can be easily and cheaply worked. According to the actual reports and estimates of ore in sight, this mine is likely to become a steady and large producer.

The recent discovery made on the Dundee mine at Ymir seems to be one of considerable importance. A new vein has been found at some distance from the one on which developments have been carried on hitherto, of which the outcrop is both very strong and very rich. As the veins in the Ymir country are nothing if not permanent and regular, the subsequent developments in connection with the Dundee may be awaited with a good deal of confidence.

The directors of the Kenneth Mines, Ltd., Company are to be congratulated on the policy they have adopted, namely, of shipping ore as soon as the tramway is completed to the railway. The Tamarac mine, which is owned by this company, in the Ymir district, has been slowly and carefully developed. Level after level has been explored and proved until at length a very large and valuable tonnage of ore has been blocked out. When it was clear that the property had been developed beyond the prospective stage, a series of experiments were made to discover the most economical means of treating the ore. A process was eventually chosen, for which a local mill would have to be put up, and a tramway built. Both of these, particularly the former, involved a large expenditure of capital. The company suffered from comparative shortness of funds and with others felt the effects of the depression in mining stocks this year. The shares were made assessable, but to supply the capital necessary for reduction works by this forced method would have been severe on the many shareholders. It has been decided to go on with the tramway, and when that is completed to ship such ore as will stand shipment to one or other of the smelters. By doing this it is possible the mine may lose a percentage of its possible profit. But the company will more than make this good by being able from now on to make the mine pay its own footing, and by the increased facility with which the necessary capital to install reduction works may be secured later, when successful shipments have established the standing and reputation of the mine. It might almost be laid down as an axiom in mining that it always pays to make a mine pay for its own development and milling facilities by shipments, if that is feasible at all, even if there is a loss of a percentage of possible profit. This percentage of profit apparently lost is more often than not eaten up in any case by the premium demanded on the capital to provide the work necessary to save it.

Work has recommenced at the Savonas cinnibar properties. Expert opinion states that the ore on the dump should average 20 per cent. of quicksilver and