

be added \$16,000, the pay roll of mining properties tributary to Rossland, giving a grand total of \$132,200, but this cannot be accepted as an average monthly payment, as it varies considerably.

The figures in detail are as follows:

Le Roi	\$ 32,000
War Eagle	27,000
Centre Star	11,000
Columbia & Kootenay	6,000
E. Le Roi, including Nickel Plate and Great Western	4,000
West Le Roi, including Josie and No. 1	5,000
Iron Mask	7,500
Sunset No. 2	2,500
Virginia	2,500
Deer Park	2,000
White Bear	2,000
Gertrude	1,500
Evening Star	1,000
Homestake	2,700
Big Three	4,000
St. Elmo	900
Jumbo	900
I. X. L.	900
Coxey	800
B. A. C. Shops	2,000
	\$116,200

The following mining properties must also be included as the pay rolls embrace Rossland:

Total	\$116,200
Velvet	2,800
Bunker Hill	1,800
Green Cut	900
Wallingford	900
Royal George	400
Heath Bell	800
Miscellaneous	8,400
	\$132,200
Number of men employed	1,400
Total tonnage of ore shipments to Sept. 18 (tons)	111,000
Valued at	\$1,850,000

SLOCAN.

(From Our Own Correspondent.)

Public attention in this district is still rivetted upon the unduly protracted labour difficulty, but notwithstanding that there are no new developments to announce, the outlook is a great deal more promising than it was a month ago. Putting the question of right or wrong to one side, it would appear to be a matter of expediency for the mine owners to accept the inevitable and resume on a basis of \$3.50 for eight hours, although they protest without exception that they have not the slightest intention of adopting this course.

The positive announcement from the Government that the law is here to stay, the seeming impossibility of bringing suitable men in, the fact that other camps, admittedly inferior in every respect, are employing men at standard wages, the necessity of commencing operations almost immediately or remaining closed for the winter, and lastly the determined attitude of the unions, must all be taken into consideration, and the knowledge that most of the mines are even now making preparations, though merely conjectured, is taken to indicate that a resumption of activity will shortly take place. The miners apparently made a bad move when they decided not to allow contract work except upon the most ridiculous terms, and owing to the radical difference of opinion which exists on this point even among the recognized leaders, they have now aban-

doned that position, leaving the impression that they are weakening in their demands and may be still further brought to time, an impression I am afraid essentially false in principle, which will doubtless have the undesirable effect of still further prolonging the difficulty. Local sympathy is about equally divided between the opposing forces, though a settlement in whatever direction would be gladly welcomed.

Shipments for the five weeks ending September 16th totalled 700 tons, supplied principally by the Idaho, Whitewater and Payne, bringing production for 1899 to date up to 17,600, a long way short of the 30,000 which will be required to equal last year's output, and less even than the 17,994 which represented the amount shipped in the latter half of '98.

Under normal conditions, however, we should have little to complain of, an era of extensive development and improvement having set in, which speaks well for the confidence displayed by investors.

A conspicuous feature is the number of long tunnels being projected, which goes to show that no alarm is felt as to the prospects of the ore deposits continuing in depth. The Ivanhoe and Last Chance are each engaged in driving cross-cuts which will be well on to 1500 feet before the ledge is reached, and the Queen Bess is contemplating extensive development by means of a 2,000-foot drift in order to prove the main ore chute at a lower level.

The officers of the Payne are still emphatic in their assertion that the mine will not be worked to anything like its limit until men can be obtained at \$3.00 a day, but meanwhile the most encouraging developments are in progress, increasingly important bodies of ore being encountered in the No. 5 tunnel.

A phenomenal strike has also to be recorded in connection with the Madison, where, it is stated, that four feet of shipping ore has been met with in the lower tunnel, a continuation presumably of that found higher up.

The relative advantages of shipping to English and American smelters has been carefully gone into by most of the managers in the Slocan, the verdict being almost unanimously in favour of the latter, owing, of course to the distance and the time which must elapse before returns can be obtained from the Old Country. On certain classes of ore, however, more especially those containing a high percentage of zinc, a considerable saving may be effected by shipping to works on the Manchester Ship Canal, and we note that one concern, namely, the Lucky Jim, is profiting to a large extent by this arrangement, having a consignment of 600 tons now on the road.

Work is being pushed on the Ruth concentrator and it will not be long before they will be in a position to commence milling operations, much of the machinery being on the ground at the moment of writing. At the Wakefield, on Four-Mile, the other property erecting works of this nature, the contract for the Finlayson wire tramway, which is to be capable of handling 240 tons a day, has been let to B. C. Riblet, and that for the concentrator, which involves several novel ideas and will be different in many respects to those previously in use, has been awarded to the firm of White, Rogers & Co., of San Francisco. The flume, which is necessary to provide power and water for the mill, is at present under construction, and it is desired to have the plant in complete working order by the end of the year,

A GENERAL SUMMARY.