

tion. It is a concentrating proposition, and it is claimed that proper development would make this a very valuable mine. A small force of men is at work on the properties.

GREEN MOUNTAIN—The shaft is now down to a depth of 165 feet. Two feet of fine-looking strongly mineralized blue quartz, which carries copper and gold, has been met. The management is pleased with this find.

UNION JACK—Messrs. Leslie and Cummings, the owners of the Union Jack, which is located on Sophie mountain, are engaged in developing it. It is a gold proposition and one of considerable promise. The work which is in progress consists of a shaft.

COLUMBIA-KOOTENAY—There is nothing particularly new or startling to report about the progress made during the past week in the Columbia-Kootenay property. Work has progressed steadily, but no particularly high grade ore has been encountered.

MABEL—The drift is still being driven in the lower tunnel to crosscut the ledge as shown in winze in the upper tunnel. A representative of the company will shortly arrive from Ohio, when it is expected that arrangements will be made to work the property on an extensive scale.

LEITER—Hitherto one shaft has been at work on the tunnel, which is now in for a distance of 180 feet. Three shafts have recently been put to work, and the task of extending the tunnel is being pushed with vigor. The work is to be kept up indefinitely.

HOMESTAKE—Drifting is still in progress to the westward and crosscutting to the south. There is less water than there was. The development is of an encouraging nature.

LILY MAY—Drifting on the 200-foot level continues. The drift is now in for a distance of 226 feet. There are no changes of importance.

OLD IRONSIDES.

The break in the hoisting machinery of the above mine, reported in our issue of last week delayed development work a few days. Repairs have, however, been made, and the work is making satisfactory progress again. The ore throughout the workings shows up well.

Shaft No. 2—Report June 18	275 feet.
do. " June 25.....	282 "
Gain.....	7 "
North drift, crosscut No. 1, E.—	
Report June 18.....	83 feet
do. " June 25.....	88 "
Gain.....	5 "
South drift, crosscut No. 2, E.—	
Report June 18.....	36 "
" June 25.....	40 "
Gain.....	4 "
South drift, crosscut No. 1 west—	
Report June 18.....	35 "
" " 25.....	39 "
Gain	4

CITY OF PARIS.

The report just received from the City of Paris property shows splendid progress. The measurements are as follows:

Upraise report, June 18.....	117 ft
" " 25.....	128
Gain.....	11
North Drift report, June 18.....	192½ "
" " 25.....	229
Gain.....	36½
Original Shaft, last report.....	38 ft
" report June 25.	45
Gain.....	7

There is good ore in the upraise.

KNOB HILL.

The report just to hand gives the following measurements of progress of the work on the mine. The ore continues at all points with values about the average.

Tunnel, last Report	536 ft
" Report June 25	559
Gain	16
West Drift, No. 1, Report June 18...	284 ft
" " June 25...	294
Gain	10
West Drift, No. 2, Report June 18...	100
" " June 25...	114
Gain.....	14
East Drift, last Report.....	32 ft
" Report June 25.....	42
Gain	10

MAJESTIC GOLD MINING CO.

The report of progress of work on the Lexington claim is of a very sanguine nature. The property is looking remarkably well. The ore in the face of the tunnel gives good assay values. The second half of the compressor is on the ground and will soon be installed.

Assessment work on the "City of Montreal" claim belonging to the company has been completed and recorded.

VICTORIA.

The report just to hand from the above mine is encouraging. The break in hoisting machinery in the Old Ironsides mine, caused a temporary cessation of work here, but now that the repairs have been made, work is in full swing again.

The ore values continue very satisfactory and the management are pleased at the showing. The tunnel on the 200-foot level has been advanced 11 feet and is now in 150 feet.

RAILWAY TO REPUBLIC.

(The Republic Miner, June 24th.)

It was freely rumored around town several days ago that the contract for the building of the railroad up the San Poil valley had been let and that the work was to begin immediately.

The report was premature although there is reason to believe the contract will be let in a short time—perhaps in a few days.

Mr. Lupfer, chief engineer of the road, arrived in Koller from Spokane last Saturday in company with Mr. Robbett, of the Spokane Falls & Northern road. The two came over the surveyed line of the San Poil valley road to West Fork Sunday, and then on the Republic Sunday afternoon. Monday morning Mr. Robbett took the regular stage for Bossburg on his way to Spokane, but Mr. Lupfer took a spring wagon and went to look for Mr. Bowen and his surveying party, who, at the time, were somewhere on the Kettle river between Curlew station and Midway.

Mr. Lupfer staid one night with Mr. Bowen and then went on to Spokane, where he is supposed to have arrived Wednesday evening. While he was in Republic he maintained a discreet reserve as to all matters pertaining to the new road, but his trip over the proposed route in company with Mr. Robbett, who is one of the staff of the Great Northern company, is certainly significant.

It is now pretty well understood that Davenport, the country seat of Lincoln county, and about 40 miles west of Spokane, will be the starting point of the new road. It is about 80 miles from Davenport to Republic as the road would have to run. The route would extend northwest from Davenport through a fine prairie farming country, including the well known California settlement, and then strike the head waters of Hawk creek which it would follow by easy grade down to the Columbia river. A bridge will be built at Hellgate, a few miles below the mouth of Hawk creek and from there it is but three miles down to the mouth of the San Poil. Once in the San Poil valley it would be easy going all the way to Republic, one per cent being the maximum grade.

It is now settled that the survey of the road is being extended to Midway along the Kettle river valley from Curlew. We shall then see if a move is made towards Carson, or Grand Forks. If so it will look as though the American road means to be aggressive and made a bold move for Boundary business. In all probability the surveys now being made are simply trial surveys. It is hardly probable that lines will be built to both Midway and Carson, both up and down the Kettle river, but the projectors of the American road want to know the route which offers the least physical resistance and the greatest opportunity for business. We are inclined to think that the Carson route will be adopted. If the Graves smelter is not built at Grand Forks it will probably go to a point on the Kettle river near Carson—a point where it could be as easily reached by the American road as by the Canadian Pacific. The fact that Mr. Graves has been taking up options on extensive pieces of land on the Kettle river near Carson lends color to the belief that he may declare the scheme off to go to Grand Forks, because of the failure of the people there to secure him against damage penalties because of the pollution of the Kettle river and the overflow of lands, and adopt the Carson site. The situation is very interesting just now and the denouement will be awaited with more or less anxiety all around.