

to when the passenger trains will regularly run beyond Greenwood. The several branches or spur lines to mining camps are now practically completed, so that it may be assumed that for the

RAILWAYS. time the end of railway construction work in the district will soon be reached. The spur lines constructed are as follows: From the main line near Grand Forks to the Granby smelter; from the main line at Eholt to Hartford Junction, whence one spur runs northwest to Phoenix, where there are sub-spurs to the Old Ironsides, Knob Hill and Stenwinder mines, and another about east branching to the Golden Crown and Winnipeg respectively. About three miles from Eholt a spur leaves the Hartford Junction branch and connects with the B. C. mine. From Greenwood a spur runs to Deadwood Camp, passing the Sunset and ending at the Mother Lode mine. These several spurs admit of ore cars being run under the ore bins of the B. C., Old Ironsides, Victoria, Knob Hill and Mother Lode mines, and too, pass close to the ore dumps of the Oro Denoro, Gold Drop, Snowshoe, Brooklyn, Stenwinder and Sunset mines. It is, therefore, quite evident that the C. P. R. Company has well done its part towards providing most of the better developed mines of the district with adequate transportation facilities.

The following are the records of the Kettle River mining division for the six months ended June 30th, 1900. The figures include the records of the sub-recording offices of the division located at Rock Creek, Westbridge and Vernon respectively. It should be explained that although there is at Vernon a sub-recording office for the convenience of prospectors making locations in the vicinity of the head waters of the Kettle River, that town is not situate in the Kettle River division, but the office there is the chief office of its own mining division. The books of the Mining Recorder at Greenwood show the following as the six months' records:—

Free miners' certificates	1,175
Free miners' certificates, special	8
Location records, mineral	435
Location records, placer	15
Certificates of work	725
Certificates of improvements	39
Conveyances and agreements	266
Abandonments	15
Water grants	2

The mining receipts at Greenwood and sub-offices for the six months were \$10,087.70, as under:—

1900.	Free Miners' Certificates.	Other Mining Receipts.
January	\$ 113 50	\$365 40
February	121 00	389 15
February	121 00	389 25
April	721 50	743 40
May	4,068 50	849 25
June	822 92	875 95
	<u>\$6,341 67</u>	<u>\$3,745 40</u>

Besides the above there were miscellaneous receipts not connected with mining to the amount of \$3,059.50, so that the total of the provincial revenue received at Greenwood during the six months was \$13,146.57.

PERCY VERENS.

ROSSLAND.

(From Our Own Correspondent.)

What may be considered the expectant stage of this industrial community continues, and it is even increasing in intensity, for as communities are promised much, much is correspondingly expected. The local statistician has again appeared and his figures distance anything probable or possible. The folly of exaggeration has often been pointed out, but it is still fashionable.

Confidence in Rossland's future has been assailed but not shaken. On all sides are evidences of progress. It is perfectly true that the local stock market is very quiet, but there is no lack of confidence in the future. The management of the great producers and syndicates do not—and no doubt very properly—take the press into confidence. Meanwhile the question of output here is always an interesting one and the interest, like the output, is ever on the increase, though it will take at least 5,000 tons of a weekly output to the end of the year to come up to last year's tonnage, the official figures placing this at 172,665 tons. The output so far (April 20) amounts to 80,000 tons, of which the Le Roi contributed about 60,000, the War Eagle 10,600, the Centre Star 7,000, the Iron Mask 1,500 tons and the remainder by occasional shippers. The Evening Star is making small shipments. This, with the Le Roi, are at present the only shippers. The management of the latter is putting out the ore at a lively rate. Cars of ore go out on the Red Mountain train to Northport at all hours—whenever a train is made up—so that ore laden cars are becoming a familiar sight at all times. As to the value of the ore, it may be said that it runs all the way from \$13.50 to \$20.00 per ton. If the average be placed at \$15.00 per ton this would give a total value of \$1,200,000. I am not prepared to defend these figures. This will have to be left until the time of official report. One fact, however, is very evident. There is a decided promise of an increased output, and it is said that there is a deficiency in the lack of car service, which is not unlikely. In view of the possibility of a greater output, it is, I believe, in contemplation to increase the capacity of the Trail smelter as well as that at Northport to 1,200 and 1,500 tons respectively. The present output of the Le Roi mine is, at least, 600 tons per day if not 650 tons. This output is doubtless equal to the present output facilities of the Le Roi mine, but these are being increased, and when the capacity to put out more ore is improved by this mine, and added to by other mines such as the War Eagle, Centre Star, Nickel Plate and Josie, the output will at least be 1,200 tons daily, though it may reach 1,500 tons daily for a time at least. Thus a steady increase in the output of Rossland mines may be looked for in the near future, but it may be September before this increased output will begin.

The RECORD has been furnished with some information under the heading of "Recent Surface Improvements on Red Mountain," and it will not be necessary to reiterate this information. The chief work done here is, of course, on Red Mountain. Little or nothing is being done on what is locally known as the south belt. The area of activity is chiefly confined to Red Mountain, the underground workings of which have now assumed formidable dimensions.