

# Mines and Mining.

## NEWS OF THE MINES.

### ROSSLAND MINES.

Rosslund, B.C., July 1st.

The shipments from Rosslund Camp for the first six months of the year total 64,277 tons against 38,877 tons for the same period of 1898, an increase of 25,300 in the six months. During the week just ended the Leroi made no shipment on the 30th, and 31st. The piston of the compressor which broke some weeks ago, and which was then temporarily mended has been taken out, and replaced by a new one, and this caused the mine to shut down, for two days. No shipments were made over the Columbia, and Western, one day during the week owing to the track being blocked by an ore train, that got off the track three times on the way from the mines to the smelter. The new ore cars, and the want of ballast on the track being responsible for the trouble. Under the circumstances the total of the ore shipped for the week is very good. The following is a detailed list of the ore shipments for the week ending, July 1st and year to date.

	Tons for week	Tons for year.
Le Roi.....	1,248	41,171
War Eagle.....	1,312	20,268
Iron Horse.....		1,275
Evening Star.....	32	68
Deer Park.....		18
Centre Star.....	640	1,835
Total.....	3,232	64,629

**Le Roi**—Mr. W. A. Carlyle, the general superintendent of the B. A. C. properties, has gone thoroughly over the workings of the Le Roi mine, and with the exception of one or two minor stopes, managed to make a complete inspection of the whole mine. Mr. Carlyle says that he is not making any special effort to increase the shipments from the Le Roi. The ore shipped is just what is being encountered in the ordinary course of development. The ore reserve of the Le Roi is already assured, and the management, having in view the proper development of this great property, have laid their plans accordingly. The ore, therefore, that is being taken out in the course of development, varies a good deal in value, and the smelter returns week by week fluctuate considerably in consequence.

Mr. Carlyle said yesterday that his whole policy in regard to the Le Roi could be stated very shortly. "We desire to keep up with the Northport smelter, and are shipping about 300 tons of ore per day, but outside of this no effort is being made to increase the shipments. Our main purpose is to properly develop the property, and in order to do that upon the scale I have already indicated, we are proceeding steadily and shipping all pay ore encountered, irrespective of value, so long as it is smelter ore. Consequently the value of the weekly returns for ore shipped fluctuates considerably, but just so long as the ore shipped pays we are not con-

cerned for the moment if the values vary. There is no truth whatever in the suggestion that the values decrease with depth in the Le Roi; on the contrary, the average values hold their own very well. There is practically no change in them."

Mr. Carlyle added that in development work alone 13 drills were now hard at work. The lowest depth attained is 850 feet, and still lower sinking is going on. Work is also proceeding on the five, six, seven and eight hundred levels, and the Black Bear shaft is being pushed down so that shortly all the men and the materials for use in the mine will go up and down this way by the new skips, and the ladders now in use will only be required in cases of emergency. Work upon the big tunnel into the head of what will be the giant shaft, starting in on Black Bear ground, is also being pushed as rapidly as the circumstances will permit. In every section of the Le Roi the development work, as outlined by the management, is being vigorously proceeded with, and at the same time the weekly ore shipments are being kept up to the necessary average in order to keep the Northport smelter going.

**WAR EAGLE**—The unfortunate accident which happened at the War Eagle recently interfered somewhat with a section of the workings, and some of the men were temporarily laid off, but all work has since been resumed. The new electrical compressor plant had a successful run of about 36 hours during the week, pumping air into both the War Eagle and Centre Star workings. It became necessary to stop the compressor on Thursday night in order to tighten up the ropes on the big wheel. When the big compressor stopped, power was sent in from the Red Mountain seven-drill plant, and this plant will be kept in reserve until the electrical compressor is running continuously. At the point where the accident happened on the 625-foot level, the whole drift is in ore. The shipments from the mine fell off during the week, owing to the lack of proper railway ore cars, but as this defect was remedied by the Columbian & Western railway, the shipments have come up again:

**IRON HORSE**—The ledge in the Iron Horse seems to be the largest one on the camp, and when it had been crosscut for a distance of 134 feet it was supposed that there was no more of it. A final round of shots was put in what was thought to be the foot wall. This has opened up more ore, and a distance of 20 feet more, or a total of 154 feet, has been crosscut and there is no foot wall in sight yet. The ore encountered in the last 28 feet, carries copper, but it is not of a high grade. It is now anticipated that the foot wall will be reached sometime during the present week. In the east drift a dike has been met with. This was 12 feet in width and has been crossed, and two of the drills are in ore again. The ore encountered in this drift is of a shipping character. It is anticipated that in ten days the drift will be immediately under the 40-foot shaft, in the bottom of which there is a vein of ore that went \$26 to the ton. The outlook in this drift is of a most encouraging character.

**DEER PARK**—Drifting continues in the Deer Park on the 300-foot level, northerly and southerly, and the crosscut is being

continued. The north drift is in about 40 feet, and the south drift is in about 20 feet. Both drifts are following a seam of calcite about four or five inches wide, and around which the best ore is found.

**WHITE BEAR**—The steam drills have been started on the 250-foot level. The intention is to commence the work of deepening the shaft.

**ST. ELMO**—The work of extending the tunnel is making good progress. It is anticipated that it will not be long now before the compressor, ordered some time since, will come to hand. A blacksmith shop has been erected, and the road leading from the War Eagle road to the St. Elmo is being put in good condition, so that there will be no trouble in hauling over it. As soon as the machinery is installed the intention is to increase the force.

**DOUGLAS**—The management is so much pleased with the big showing made of 30 feet of ore in the long tunnel that it has been determined to develop the property on an extensive scale. The force is to be increased and the intention is to drive another tunnel to tap the ledge at a point at least 100 feet under the present tunnel. Drifting is in progress on the big vein, and the ore taken out is being put on the dump in readiness for shipping as soon as transportation facilities have been provided.

**MASBOO**—Tunnel No. 2 has been extended 20 feet, making its total length 755 feet. The winze has been sunk a distance of 11 feet, making its total depth 179 feet. Crosscutting No. 4 was extended 20 feet making its total length 75 feet. This crosscut will have to be extended about 69 feet in order to tap the ledge. Stringers of ore have been coming into the crosscut for the past 20 feet.

**CENTRE STAR**—Two hundred and fifty tons of ore were sent down to the Trail smelter during the past week from the Centre Star. Want of proper ore cars, which have since arrived, prevented a larger output. Two of the completed ore bins at the new railway switch were full of ore yesterday afternoon, and in addition, a train of 12 or 13 of the new ore cars, all loaded with ore from the Centre Star and War Eagle, was standing on the line ready to be hauled to the smelter.

**No. 1**—Some fine specimens from the No. 1 were brought in from the mine recently. The development work on this property is richly rewarding the management. The future of the mine has been assured with even the comparatively small amount of work already accomplished. Work is proceeding steadily, but when the machinery already ordered is installed, more rapid progress can be made.

**NICKEL PLATE**—Connection from the surface on the Nickel Plate with the 200-foot level has been completed and the new hoist is now at work. The new shaft was started at a point 300 or 400 feet north of the original one, and the men were busy all last month sinking to the surface and upraising from the 200-foot level.

**OLGA AND X-RAY**—This property, it is claimed by mining men, has the best surface showing in the Sophie mountain sec-