

## SLOCAN.

J. D. Kendall, of Vancouver, is at present looking over the Silver King mine and other property of the Hall Mines, Limited. It is said that he is acting in the interests of those who propose advancing £50,000 required for the further development of the company's properties.

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The Wakefield mines are pushing work and will soon have sent down the 700 tons of ore that was contracted for. This property gives every promise of being one of the largest mines in the Slocan.

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The Comstock mine's new concentrator is about complete and will be running before the end of the week, after which there will be an increase in the Silverton shipments. The Emily Edith continues to sack up ore, and has now a large amount ready for shipment. This mine will erect a concentrator this summer.

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The management of the Dundee mine has arranged for the shipment of the company's concentrates to the Hall Mines smelter at Nelson. The ore which the concentrator is working on is concentrated six to one, giving the concentrates a value of \$40 to the ton. At present about 40 tons of crude ore are being put through the mill daily, but as the capacity of the mill is 50 tons, an increased output may be looked for when the men become familiar with the workings of the mill. In addition to this concentrating ore, the Dundee has considerable ore which will pay to ship without milling.

## ROSSLAND.

February 25.—The shipments of ore from the camp this week were only nominal. The Le Roi is still undergoing reconstruction, and is not yet ready to start shipping. The new machinery on the War Eagle is not yet in running order, and the old gear has been discarded.

There is a great deal of activity in the working mines of the camp, and it is certain that the large amount of development that is in progress will result in adding shippers to the list before the year is over. An electric 15-horse power, which will make the development of that property go along faster, once its wheels start in motion. The plant at the Velvet is being augmented by a 60-horse power boiler and a large pump. A large 60-horse power boiler is being added to the plant in the Green Mountain.

There have been two important strikes during the week. One of these is a strike on the Velvet. In this property an ore-body has been cross-cutting the 160-foot level, that is of a shipping grade all the way across this distance. This ore-chute is known to be 170 feet in length, 160 feet in depth, and from four to ten feet in width. The management is now assured that the Velvet is a mine. This, with the excellent showing on the Victory-Triumph, means a good deal for the So-

phie Mountain section. It means that, before long, there will be enough ore produced in that section to justify a spur from the Red Mountain Railway to the properties on Sophie Mountain. There are a number of likely properties there, besides those named. With a little more development, this section will soon become the most promising section of Rossland.

The other important strike was on the Kootenay & Columbia. In the 350-foot level, a body of very rich ore has been met that is of high grade; in fact the average of six assays made shows that the ore runs \$125 to the ton. The management is somewhat reticent as to the details of the strike, as the desire is to determine its extent before saying much concerning it. It is difficult to keep such news secret, however, and those who have seen the ore body say that the showing is an excellent one.

Mr. C. H. Mackintosh, Managing Director of the British America Corporation of Rossland, was in Spokane on Wednesday en route to London, for which city he sails from New York on the Majestic next week. He expects to make but a brief visit to England, and said that he would be in British Columbia again about the middle of April.

As to Le Roi matters, he said that the deed from the Spokane Company to the new London Company formed to operate the property was filed for record in Victoria last Monday, and that all litigation has been satisfactorily settled. "We have reached an agreement with the gentlemen bringing these suits," he said, "and as soon as practicable they will all be dismissed. The transfer of the property to the new ownership is practically complete. We offered to pay all outstanding stockholders for their stock a price which would be an average of the sums received by the two factions of the old Company. This the Court at Rossland deemed a fair offer. At any rate we could not afford to have a trifling sum of money stand in the way of so large an enterprise, so we settled with the stockholders on a fair basis."

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The "Miner" says: Mr. John L. Morrish, Superintendent of the Velvet property, which is being operated by the New Goldfields of British Columbia, is in the city on a visit. The management of the property is so much pleased with its operations that it has decided to increase the size of the plant. At present there is a 30-horse power boiler, which furnishes the power for the hoist, etc. Since Mr. Morrish has been in town he has ordered a 60-horse power boiler for the Company. This was taken by rail as far as Barney's ranch, and from there will be taken over the trail to the mine. It will have to be hauled in on rollers a distance of six miles, and the task will occupy 10 days. It will require nine horses and several men to do the work.

The development on the Velvet, the Victory-Triumph, the Leiter and other properties, Mr. Morrish says, makes a wagon road necessary. He says that his Company, the Victory-Triumph, and the Leiter will probably unite and construct, at their own expense, a road

from the properties of these companies to the Dewey trail, a distance of two and a-half miles. The Government, he thinks, should construct a road from Barney's ranch to a junction with the proposed road to the mines. This road would be four miles in length, and he thinks it could be constructed for \$2,000. The road from the mines to the trail would cost about \$2,000. This would make the total cost about \$4,000.

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Iron Mask.—The Iron Mask is the only mine in the camp that has increased its shipments. Work is constantly going on in the east and west drifts on the winze, and good ore bodies are being uncovered.

Iron Horse.—The double compartment shaft has reached a depth of 225 feet and the work is being pushed. When the shaft reaches a depth of 300 feet, cross-cutting to the south to tap the ledges, which run through the property, will be commenced.

Virginia.—Cross-cutting on the 300 and 500-foot levels continues. On the 300-foot level the cross-cut is now in about 350 feet to the south, and on the 500-foot level about 60 feet has been driven. It is anticipated now that it will not be long before the ledge will be tapped in the 500-foot level.

Giant.—A cross-cut is being driven from the 112-foot level. This cross-cut is in 18 feet. It is being driven in a south-easterly direction, and is now in mineralized rock. Mr. Coplen, the President of the Company, is in charge of the work.

Silver Bell.—There are no new developments on the Silver Bell. Work is being concentrated on the cross-cut from the bottom of the shaft. The face is in quartz of fine appearance and shows a good deal of mineral, though the ore has not yet been reached.

Great Western.—Sinking in the shaft is progressing, and the shaft now shows a considerable body of low grade ore. After cutting out the station at the 300-foot level the shaft will be sunk to the 400-foot level, where the next drifting will be done.

Wallingford.—The tunnel is now in 230 feet, and quantities of mineral are now being encountered. It is expected that the ledge will be encountered shortly. Two drifts are still working.

Josie.—During the coming month the upraise from the 300 to the 100-foot level will be completed. The drift west in the Annie is now being pushed ahead, and some ore is being encountered.

Green Mountain.—The shaft is down between 80 and 90 feet, and two drills are going all the time. The showing continues to be promising.

Sunset No. 2.—Work continues on the big cross-cut, and it is expected that the ledge will soon be cut.

Nickel Plate.—Drifting is going on at the 200-foot level, along both north and south veins.

Novelty.—Work continues on the tunnel, which has been driven a little over 200 feet.