

the Giant, I.X.L., Sunset No. 2, St. Elmo, White Bear, Deer Park, Evening Star, California, Jumbo, Coxy, Gertrude, Mascot, Iron Colt, and several others, so the figures given are well within the estimate.

Some Capital Invested.

Total amount invested by the British America corporation in obtaining the properties mentioned and expended upon them for development to date:

Le Roi	\$3,950,802.00
West Le Roi group	921,675.17
East Le Roi group	559,185.13
Columbia-Kootenay group ..	471,165.21
Caledonia group	31,291.83
Tootsie and Whoop-Up	17,944.15
Cost of administration	103,184.00
Supplies carried in stock ..	32,000.00
Expended on surface and other improvements	39,682.07
Capital invested in the War Eagle and Centre Star mines as stated by the manager at the Clute investigation last month	3,500,000.00

Total for the companies mentioned\$9,620,491.48

Monthly Pay Roll.

Le Roi	\$33,155.00
War Eagle	30,926.75
Centre Star	18,438.20
No. 1	6,015.00
Josie	2,051.00
Columbia-Kootenay	5,754.00
Great Western	2,934.00
Nickel Plate	3,160.00
B. A. C. machine shops	2,190.00
B. A. C. general office	4,000.00
Iron Mask	5,500.00
Sunset No. 2	2,500.00
I. X. L.	2,400.00
Mascot	2,100.00
California	1,500.00
White Bear	1,800.00
St. Elmo	1,000.00
Deer Park	1,800.00
Jumbo	750.00
All other working mines	5,000.00

In the above list no mention is made of the Giant, Coxy, Gertrude, Velvet, Mountain Trail, Iron Colt and several other working properties. Nor is any account taken of the amount expended for mining labor on assessments and prospecting work or of the many properties like the Commander, Lilly May and others which have worked intermittently during the year. If these are all taken into account the monthly average will be found to be not far from \$150,000.

CANADIAN PACIFIC TO COMPLETE CROW'S NEST PASS LINE.

Reports From Vancouver State that Ymir Has a Year of Steady Growth and Development.

Vancouver, B.C., Jan. 7.—W. F. Tye, chief engineer of the C.P.R. construction department, in the Boundary country, was in Nelson last week, in connection with the projected extension to Balfour to complete the Crow's Nest Pass line. Tenders for the new line have been called for and an effort will be made to have the bids all in the first of this week. Construction will begin without delay. Nelson will be the centre of operations for some time after the work is begun.

It cannot be said that during the year Ymir had any boom. It had nevertheless what is perhaps better, a year of steady growth and development. Previous to 1899 Ymir cannot be said to have been a producing camp. The only shipments made

up to December 31, 1898, amounted to about 200 tons from the Blackrock and Dundee mines. With the commencement of the new year, however, several of the large mines simultaneously reached the producing stage. During the first few months the Ymir, Porto Rico, Dundee and Blackrock, were all producing and Ymir promised to take second place to Rossland. Several unforeseen accidents then put a temporary stop to rate production. Later on in the year, however, the rate of production began to creep up until a respectable sum was reached as will be seen by the annexed figures.

Ymir mine	17,850
Porto Rico	4,400
Dundee	700
Blackrock	180

Of this total, nearly half was produced during the last three months from the Ymir and Porto Rico alone, so that the rate of production at the present is some 3500 tons a month.

The Mollie Gibson mine on Kokanee Creek, in the Nelson district, has begun ore shipments after a long period of idleness.

Bruce White, the manager, sent the first carload down to the smelter December 30, that being the date of completion of the new wagon road, three hundred tons of ore are now packed and shipments are being sent to the Hall mines smelter at Nelson.

The fact that the annual shipments of ore now exceed 180,000 tons, gives proof of the large amount of steady development accomplished during the past twelve months in the four large producers of the camp.

A large quantity of ore taken out and sent to the smelter has come out in course of ordinary development. The managers have only turned to stopping, when it became necessary to do so for commercial reasons.

On the Le Roi dump there is 120,000 tons of second class ore and the management has made preparations to send this all down to the Northport smelter, terms for freight and treatment having steadily fallen until, now, \$8 ore can be made to pay.

ROSSLAND SHIPMENTS.

Rosslund, B.C., Jan. 7.—The ore shipments from Rosslund camp for the first six days of the new year ending Saturday evening totals 54,475 tons, a daily average of over 745 tons, and a weekly average exceeding 5,000 tons. Appended is a detailed statement approximately of the output for the six days mentioned: LeRoi, 51,606; War Eagle, 1,448; Centre Star, 1,005; Iron Mask, 525; Monte Cristo, 185; I. X. L., 52. Total, 54,475 tons.

I. X. L.

Rosslund, Dec. 31.

In the I. X. L. drifting both ways on the lead on the 150-foot level is in progress. A station is being cut out to start an upraise from the lower to the middle level. The values continue to be good. The I. X. L. sent to the smelter last week a half ton of ore carrying free gold that gave a return of about \$1,200 or approximately \$2,400 per ton. The 22 tons which were shipped the week before last, went \$35 to the ton. When a little more development has been done upon the I. X. L. it is the intention of the management to begin shipments upon a large scale.

CALIFORNIA.

Work is mainly confined to the surface. The foundation for the compressor is ready the gallows frame is up and the hoisting engine is in position. It will be a month before the motor for the hoist comes to

hand and a month and a half before the compressor plant will arrive. In the meanwhile work on the shaft will be in progress. Work on the tunnel continues, but the formation is hard and the progress is necessarily slow.

DEER PARK.

Work is being continued on the crosscut on the 300-foot level. During the week 23 feet has been made on this drift. For this distance the formation has been heavily mineralized. From these indications it is presumed that the ledge, which the drift is being driven to intersect, is not very far away.

NEW ST. ELMO.

The compressor, which was shut down, was started up about the middle of the week and is now in operation. Certain duplicate parts have been ordered and as soon as these arrive, and are put in place it is thought the compressor will give no further trouble. Work continues in the crosscut from the tunnel, which is being run to tap a lead which is parallel to the main lead.

SUNSET NO. 2.

Rosslund, Dec. 31.

The large hoist, which has hitherto been on No. 1 shaft was removed during the week to No. 3 shaft. This stopped work on No. 3 ledge for that period. No. 3 ledge has been drifted on for a distance of 80 feet, and there is considerable improvement in it, as more copper is coming in.

WORK ON THE EVENING STAR.

In the Evening Star a crosscut is being run from the lower level for the purpose of crosscutting the big ledge on the property from which considerable ore has been taken out of an open cut on the surface. Stoping is in progress in the raise from the lower tunnel. Six men are at work.

GOLD BUG.

Rosslund, Dec. 20.

Mr. Hector McRae, manager of the Boundary Creek Milling and Mining company, yesterday received the smelter returns on a carload of ore recently shipped from the Gold Bug, one of the properties of the company located near Greenwood. The average value of the ore per ton was as follows: Gold, 3.72 ounces, worth \$74.40; silver, 130 ounces, worth \$75.40; lead, 12 per cent, worth \$7.40; total value, \$157.20. The total gross value of the 15 tons in the carload was \$2,358. This is the highest grade ore yet shipped from the Boundary Creek country.

YMIR.

A new undertaking of no small magnitude has just been commenced by the Ymir company. A long tunnel has been begun which, starting near the mill, will be run 3,000 feet to tap the vein at great depth. The tunnel is to be large enough to set a car track and will form the main working entrance to the mine. On its completion the gravity tramway at present used for conveying the ore from the mine to the mill will be superseded, the ore being run through this tunnel quite

THE GLASS REEF.

Geo. W. Glass, the discoverer and one of the principal owners of the Glass Reef mine in the Manitou country, was in town last Sunday. He was on his way from North Dakota, where he had been spending Christmas with his family. While away he disposed of a block of stock at a good figure so that at present the company has enough money in the treasury to carry on operations for another year without selling another dollar's worth of stock. A