

enterprise, have prosecuted development work with renewed energy, chiefly in the deep of the mines, and, in small measure, in the upper part of the property.

Formerly there were two companies engaged in operating this group of mines, namely, the Whitewater and Whitewater Deep, respectively. Then a syndicate leased the Whitewater and part of the Whitewater Deep property. Still later Mr. Retallack organized a company styled The Deep Mine, Limited, and this last-mentioned organization undertook important deep-level development and drove the main level, or No. 14, of the deep of the mines a distance of 2,000 feet. Afterwards raising to No. 10, of the Whitewater Deep, was commenced, with 540 feet on the incline required to be driven to connect these two levels. This raise was up about 100 feet when the last fire disaster, already referred to, compelled a suspension of work for the time being, for not only had the upper part of the mines lost practically all its surface buildings and plant, but the compressor plant of The Deep was badly damaged, the camp destroyed, and all other facilities for continuing work swept away. The crowning loss was that of transportation facilities, for the railway for several miles from Whitewater towards Kaslo was rendered quite useless, bridges and trestles having been burned and the track badly damaged. Eventually, though, communication by wagon road was provided, and materials and mining supplies were sent in, new buildings erected for The Deep Mine, Ltd., the compressor made fit for service, and underground development was resumed. Since then the main rise has been put through from No. 14 to No. 10, connecting with the latter at about 1,500 feet from its portal, and levels Nos. 13, 12, and 11, respectively, have been opened from the raise. These levels have been driven, together with various cross-cuts off them, in search of ore shoots, and this exploratory work is being continued, the object being to have the mine open and in a position to produce ore whenever railway transportation facilities shall again be provided. Meanwhile, ore stoping is being done in the upper mine by the John L. Retallack Co., so that two or three cars of ore may be sent out before deep snow shall make hauling impracticable at the high elevation at which the property is situated. This ore is to be hauled in sleighs to Sproules, and be sent by the Kaslo & Slocan Railway to Kaslo, for shipment thence to the smeltery. Telephone communication between the mine and Kaslo, over a distance of nearly 20 miles, is being established, so this means of communication will be available shortly.

#### CONCLUDING OBSERVATIONS.

The Slocan district is so extensive and the mining properties scattered over it so numerous that much more space than has been taken by the foregoing notes would be required to cover it exhaustively. There are many mines not now being worked that may be expected to again have attention and their ore deposits be opened. However, ample has been written to show that the district is steadily growing in favour with mining men, possessed of capital for the development work requisite to make accessible the large and valuable mineral resources of the district. Not only are there many mines within the area dealt with, somewhat briefly as regards details of individual properties, in the foregoing survey of the present situation, but there are as well numerous properties in both Ainsworth division, in eastern Slo-

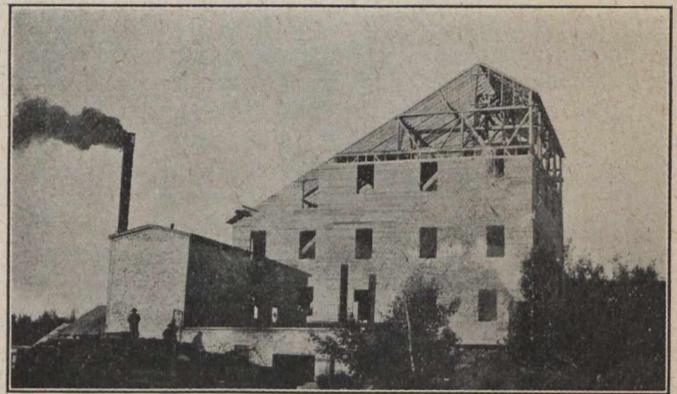
can, and Slocan City division, in the western part of the district, that are not here noticed.

There is little room for doubt that the district is making satisfactory progress toward a period of productivity and prosperity in connection with its mining industry altogether beyond what a few years ago would have been regarded as possible. Its progress, if not spectacular, has been substantial, and fortunately thus far almost free from the malign influences of unprincipled promoters desirous only of "mining the public." It is to be hoped that mining on paper only will be sternly discouraged, and the best interests of the district and its mining industry be thereby protected.

#### THE NOVA SCOTIA MANGANESE COMPANY.

Through the courtesy of Mr. E. A. Saunders, secretary of the Mining Society of Nova Scotia, we are able to publish the accompanying photo. It represents the concentrating mill that has just been completed on the property of the Nova Scotia Manganese Company, Ltd.

The mine is situated in Lunenburg County, about 10 miles from tidewater, and 13 miles from the town of Windsor.



The manganese veins were discovered by Ernest Turner, of Mill Road, Lunenburg County. Associated with him at first were Dr. Henry Kane, Mr. E. N. Dimock, and others. A joint stock company was recently formed, and the work at present is being conducted in its name.

The main shaft is down 165 feet. To the west a drift has been run for 115 feet. High grade manganese ore, averaging 18 inches in width, shows continuously through the drift. Shipments of ore are being made to Trenton, near New Glasgow, where a glass-making establishment is situated.

#### CANADIAN MINING INSTITUTE.

##### Porcupine Meeting.

The following notice has been distributed to mining men throughout Cobalt, Porcupine, and Toronto:—

Dear Sir,—Under the direction of the undersigned committee, a branch of the Canadian Mining Institute for Porcupine is being organized, and a general meeting is called for the 16th December, at 8 o'clock p.m., at South Porcupine.

It is proposed at this meeting to elect officers for the year, and to organize the branch in as effective manner as possible. It is proposed to have a standing committee to obtain papers from the members, to arrange for monthly meetings, and to keep up the inter-