

The old main shaft is being straightened out and utilized and in the drifts to the west, the Josie dyke has been successfully pierced, and the ore body has been encountered in place, an important find for other properties beside the Le Roi. All the new machinery, with the exception of the second hoist, is now in running order, and is working smoothly and satisfactorily, though it will take a little time yet to get the new system in perfect control. One result attained is that from the time the ore is first placed in the mine bucket until it comes in place on the roasting beds at the smelter it is never handled again. The new machinery crushes samples and sorts the ore, which now travels to the Northport plant from the mine workings at a considerably reduced cost than was formerly the case. The figures quoted in these columns for cost of mining, etc., i. e. whole cost of mining, \$3.25; freight and treatment, \$4.50, with \$13.00 for the average value of the ore, are substantially correct, but this does not include the cost of refining, which may be put at about \$1.50. Against this, however, it may be noted that the cost of treatment is really under \$4.00, so that the net value of the shipments is something slightly over \$4.00 per ton. More men are being engaged week by week, and the output may be looked for not only to hold its own, but to still further increase. The second hoist for the main shaft is rapidly being assembled, and should be in working order by the end of the month.

Centre Star.—The mine continues to make a weekly output of 2,200 tons of ore, without any special effort to press the shipments. A fully equipped machine shop has been added to the plant; here repairs are properly made to the running gear, and a small amount of manufacturing is carried on. The fifth dividend of one per cent., or \$35,000, has been declared payable April 1. This makes a total of \$175,000 paid to date. Development at the sixth, or lowest, level, shows that the ore body retains its value, 700 feet down.

Rossland Great Western.—The completion of the 40-drill electric compressor plant will take place in a few days. The plant has been supplied by the Canadian Rand Drill Co., and is practically a duplicate of the Centre Star compressor, except that the latter is operated by steam. An interesting comparison can shortly be made as to the cost of steam and electricity between the two plants.

About 2,000 tons of shipping ore is lying on the dump awaiting the completion of the smelter improvements. Between 400 and 500 tons a week now goes down to Northport, and this will be increased to at least 100 tons a day when the smelter is ready to take it and the new railway ore cars arrive. The shaft has reached the 800-foot level, and a station is being cut out.

War Eagle.—The electrical compressor has been taken apart for needed repairs, and men are busy completing repairs to the shipping tramway and making other surface improvements. There are some five lawsuits in which the War Eagle Co. is interested set for hearing on April 15. The War Eagle is suing the James Cooper Mfg. Co., the Western Kootenay Power & Light Co. and the General Electric Co., and the first two companies have brought cross actions against the mining company. The now celebrated hoist and compressor plant, and the power to run the same, is the cause of all this litigation, and an interesting trial is looked for. The shaft is now down over 1,300 feet. Development of the lower levels will demonstrate very soon whether the high values obtained in the upper levels can be found under the barren zone, the existence of which has so frightened some stockholders. About 800 tons a week is being sent out.

White Bear.—Drifting along the ledge recently ascertained by the diamond drill, has been in progress for the past fortnight and a body of pay ore has been encountered, much to the satisfaction of the management. Further developments are looked for with interest.

Homestake.—The tunnel is now well past the point of intersection with the shaft. The tunnel will be driven some 200 feet further, when it is expected that the formation will permit the drawing off of the upper workings, which are at present filled with water. The next step will be to connect the shaft and tunnel, there being about 100 feet of rock between the two.

Le Roi No. 2.—Sinking is in progress on the shaft of the Josie and No. 1. There is plenty of ore in sight, and weekly shipments continue, about 130 tons daily being sent out.

Kootenay Mines.—No arrangements have yet been concluded to commence shipping, but the mine is in a position to make a good output now. The main shaft is some 600 feet below No. 6 tunnel, the lowest working.

I. L. L.—About 50 tons per month of high grade ore, running from \$70 to \$80 per ton, is being shipped to Northport.

Spitzee.—The good showing in the shaft now nearing the 100-foot level continues.

Velvet.—The 40-drill compressor will be installed and in working order by the end of the month.

Evening Star.—Shipments are stopped for the present, until the roads harden.

Portland.—The main tunnel is now in over 1,000 feet.

Bonanza No. 2.—The tunnel is now in nearly 200 feet, and is still in one of a shipping grade. About 300 tons of ore, ready for shipment, is on the dump.

Cascade.—The ore shoot which is practically ready for stopping, is over 400 feet in length. The vein on the mineral level is 15 feet wide.

SLOCAN.

(From Our Own Correspondent.)

The effect of the smelter difficulty is apparent in the utter stagnation which pervades business circles throughout this district.

Last week, for the first time in many months, our great stand-by, the Payne, failed to enter the list of shippers, and those who had not previously given the matter thought began to see the seriousness of the situation.

With a thousand tons of concentrates piled along the track, matters are brought to a standstill at the Whitewater for want of a market. The Highland mine and mill at Ainsworth, which started out with such promise of excellent results a few months since, now lie idle and deserted; and throughout the entire silver-lead producing portions of the Province there is an expectant hush as if waiting for the next important move which all feel instinctively must come before long.

The proposal to amend the Mineral Act along lines first suggested by Mr. Carlyle, by requiring locators to do ten feet of work within ninety days before recording, has met with the same storm of opposition from the identical class of prospectors who objected last time the subject was broached. However, notwithstanding petitions praying that the act be left as it is, and the manifest feelings of insecurity which a continual tampering engenders, the better class of prospectors who live by honestly working their claims, and not by systematic wild-catting and incessant re-staking, are favorably disposed to the change.

With such a law in force, it will be obviously impossible to witness a spectacle of over seventy claims on one mountain which have been staked and re-staked continuously for six years past and on which not a single stroke of work has ever been done, such as is presented right here at our doors. If the present owners do not consider they are worth working, by all means let somebody else have a try who does.

On the first of March operations were entirely suspended at the Bosun mine—probably the most constant and uniform shipper in the Slocan—as a result of advices received from London. That nothing serious is the matter is evidenced by the fact that the force is being gradually re-engaged, the management being highly pleased at having located the vein carrying ore in the lower tunnel, after driving through 500 feet of superficial wash.

The troubles at the Chapleau are in a fair way to being adjusted, but such gross mismanagement in connection with any mine is inexcusable after the experiences of the past.

It is almost painful to be obliged to record that such a valuable property as the Molly Gibson is also in serious financial difficulties. The smelter situation is responsible, we know, for a great deal, but it would be unfair to saddle it with failures with which it has absolutely no connection.

The settlement long known as "the foot of the lake," and later as Slocan City, has recently added to its dignity through the medium of incorporation.

By careful avoidance of the errors of the past, a prosperous future awaits the dry ore belt, with which the fortunes of the swaddling city are indissolubly bound up.

YMR.

(From Our Own Correspondent.)

The last returns from the Ymir mine are as follows: 80 stamps ran 611 hours, during which time 4,900 tons of ore were milled, producing 447 tons of concentrates. Total receipts for month from bullion saved on the plates and from concentrates were \$41,600, and working expenses \$15,400, leaving a net profit of \$26,200. The deeper development work now proceeding at Ymir mine is opening up the property in such a

THE YMR
MINE.

fashion that it is safe to say it will shortly become one of the heaviest producers in the Province. For the past eighteen months the output has been in the neighborhood of 200 tons per day, and all this has been taken from above the 300-foot level. It is estimated that there are still over 100,000 tons of ore remaining above this level. The deeper development is being prosecuted by means of a shaft sunk from the No. 3 level. This shaft has now reached a depth of nearly 600 feet. At each 50 feet in the shaft the ledge has been cross-cut from wall to wall, and drifts driven for 50 feet on the vein in both directions. The ore body at these lower depths is even of larger dimensions than above, and is, moreover, reported to carry slightly higher values. The width at the 300-foot level varies from twelve to forty-six feet, the general average being in the neighborhood of thirty feet. Besides the shaft, a cross-cut tunnel is being driven to tap the vein at a point 1,000 feet below the surface. This tunnel, when completed, will have a total length of 2,100 feet. At present it has been driven 800 feet,