

War Eagle \$2,000,000. Total nominal capital, \$7,000,000, and total dividends, \$1,567,750.

It is yet too early to obtain any reliable information as to the amount of mining development carried on in Rossland during 1899. It is, however, well known that there has been a very large amount of drifting, tunnelling and cross-cutting done, and

the total will show at least double that officially reported last year. The increase in the machinery has been very marked. When it is considered that the War Eagle Company have begun three actions to recover money on account of machinery purchased, and that this alone aggregates \$225,000, a fair idea may be obtained as to what progress has been made in this respect by other properties. At least 1½ millions of dollars' worth of machinery has been ordered for Rossland, and other mines tributary to it, and at least 12 millions of dollars of nominal capital have been added to the capital account of Rossland and tributary mines. On the whole the outlook is very promising and the prospects of a phenomenal output in 1900 are excellent. At no period in the past in Trail Creek division was the outlook better than it is now.

Of the 185,000 tons of an ore output from Rossland mines for 1899 the Le Roi contributed about 95,000, the War Eagle 66,000, the Centre Star 16,000, the Iron Mask 5,500. These four named mines are the regular products of Trail Creek mining division, and their total shipments amount to about 182,500. The occasional shippers are the Evening Star, which is credited with 1,088, the Columbia and Kootenay with 111, the Virginia with 100, the Monte Christo with 260, the I.X.L. with 75, the Deer Park with 18, and miscellaneous about 850 tons.

Some of the occasional shipments have been mere samples, but the great increase of \$73,718, equal to 62.30 per cent over the ore production of Rossland mines for 1898 must be conceded. Prediction as to what will be the additional regular shippers for next year are more numerous than are likely to be realized, but it is not unlikely if the Evening Star, the I.X.L., the Columbia and Kootenay, the Sunset, No. 2, the Virginia, and White Bar, Josie and No. 1, and Giant will form the list. These properties are all looking well. They are known to possess at least pay ore shoots if not ledges, and ore more or less situated in the direction of the strike of the main ledges, which according to Mr. Clarence King traverse the country for a distance of at least five miles, having Red Mountain as a centre.

Last year official reports of the condition of about thirty-two mining properties were sent to Mr. John Kirkup, Mining Recorder for Trail Creek division. These reports were embodied in the report of the Minister of Mines. This year similar reports are being made, but of course, there will be a great increase in the number of working properties with from 75 to 100 per cent. increase in the account of development work.

Mr. R. C. Clute, Dominion Special Commissioner, especially appointed by the Ottawa Government to inquire into the local conditions of labour, particularly as regards mining labour in this Province, opened his court here on December 21st. As your readers well know, the object of this court of enquiry is to obtain informa-

tion for the Dominion Government, not only on the operations of the eight-hour law, but also with regard to the alien labour phase of the question. One of the chief witnesses before the Commissioner has been the Secretary of the Miners' Union, of Rossland. According to this gentleman, Mr. Denne, the union has a membership of 1,500, and of these fully 70 per cent. are British subjects. It has not been shown so far, at least, that alien labour has been imported to work in the mines under contract.

YMIR.

(From Our Own Correspondent.)

Since the last issue of the MINING RECORD the Dundee mine deal has been consummated, and the property will be energetically worked after the 1st of January, so I learn from a reliable source. A consolidation of the following properties has taken place: Sarah Lee G. M. Co., Utical G. M. Co., and the Wild Horse G.M. Co. The new company will be known as the North American Mining Company. The new directorate is a strong one, and it is believed that sufficient funds are available to prove the properties, all of which have good showings. The Ymir mine is steadily working, and at the time of writing in the neighbourhood of 160 men are employed in the mine and mill. The addition to the new mill is nearly completed, and as the machinery is ordered we may look for its installation and consequent operation shortly. On the Big Horne property the management are busily driving the cross-cut tunnel. At the present it is in 100 feet. The ore-body, which it is calculated to strike, is still estimated as distant some 200 feet. When the drift is finished a depth of about 250 feet, will be gained. Mr. McRoberts, secretary-treasurer of the company is in Boston on company business.

SANDON.

(From Our Own Correspondent.)

All the shipping mines still remain closed down owing to the labour troubles caused by the eight-hour law, and a settlement, I am sorry to say, seems as far off as ever. The Dardanelles and Rambler-Cariboo, however, continue to work and the latter mine will be a large shipper this winter. With the exception of the aboved named and a few properties which are under bond, and some small contracts, mining in the Slocan is at a standstill. The Silverite group, a property near Sandon and supposed to be on the Queen Bess SLACKNESS. - ledge, has just been bonded at a large figure to Eastern capitalists, represented by Mr. Moffat, of Nelson. Preparations are being made for active work this winter and the employment of about twenty men. The Ruth mines concentrator, is now completed, and taken over by the company. It is one of the most compact and best equipped mills of its size at the present time in the Slocan. The Wakefield mines concentrator at Silverton and its 7,000-foot aerial tramway is nearing completion. The firm of White & Rogers, of San Francisco, have the contract for the mill, and announce that this mill will be superior to any in present use in the Province for its value-saving properties. The tramway is under the sole supervision of Mr. B. C. Riblet, the well-known engineer, who has installed all the tramways in the Slocan to date. A