

owned by the King Mining Company, of Rossland, remains closed down, which is to be regretted, for judging by the appearance of the ore dump of a couple of hundred tons or so the showing in the three cross-cut tunnels, the property is a very promising one. It is stated though that the treasury is exhausted, so that operations can not be resumed until after money can be raised for additional plant and further development work.

The Golden Crown operations for July did not include any new development work, but were restricted to stopping at the 100-foot level and sending out ore. The shipments to the Trail smelter for May and June aggregated 27 cars. It was intended to ship 35 to 40 cars during July, and up to the 19th of the month 22 cars had been got away. The Win-

GOLDEN CROWN WINNIPEG. nipeg was shipping ore from the three-foot vein cut by the railway grade and from stopes above the 50-foot level and it was expected

that the month's shipment would total about 350 tons. The development work in hand was cross-cutting at the 100-foot level. A small vein of ore has been passed through by this cross-cut, but at the time of writing the main ore body cut above at the 50-foot level had not been encountered. It was considered probable, though, that this would shortly be met with. A railway spur has been put in to the mine, so that the shipment of ore has been facilitated. A few men are at work at the Athelstan, also in Wellington Camp, and two carloads of ore were sent out, but there is no new development of any importance to note. The Hartford is idle just now, an accident having disabled the horse when used for hoisting. Some nice ore has been uncovered on a claim lying between the Hartford and Golden Crown, but as it is near the surface it is too early yet to attach much importance to the find.

The Old Ironsides commenced shipping ore to the Granby smelter at Grand Forks during July. At the time of writing shipments are restricted to five carloads (about 125 tons) per day, notwithstanding that the ore bins at this mine and the neighbouring Knob Hill were filled with ore to a stated total of about 8,000 tons and that the stopes in the mines are blocked up with ore broken down but not yet taken out. The reasons assigned by the mine superintendent for not yet sending away more ore are that first the railway track is not quite completed between the mines and smelter and so is not yet in shape for heavy

THE OLD IRONSIDES AND KNOB HILL loads to be hauled over it, and next the smelter is not ready to receive ore from these mines in larger quantities than is now being shipped. When these obstacles shall have been overcome it is expected

that the daily shipments will be increased to between 300 and 400 tons. This will include ore from the Old Ironsides, Knob Hill and the Granby Company's mine, all three properties adjoining and being operated under the one management. A reduction in the number of men working in these mines had to be made a short time ago, but now that ore-shipping has commenced about half the full force are at work again stopping on a small scale at the 200 and 300 foot levels of the mines and in getting out the ore previously stopped. The 10-drill air compressor, boilers and other new plant for the Knob Hill, the ordering of which was mentioned in last month's RECORD, have been shipped by the Eastern manufacturers and are expected to shortly reach the mine.

About the middle of July another visit to the Snowshoe was paid by Mr. Anthony J. McMillan, managing director of the British Columbia (Rossland and Slocan) Syndicate, and by Mr. J. W. Astley, C.E., also of Rossland, who is the syndicate's consulting engineer. Development work is being continued on the Snowshoe with a force of 30 to 35 men. The

THE SNOWSHOE. main tunnel is now in a distance of about 250 feet and it is being further extended. This tunnel passed through a big deposit of ore, the value of which in bulk has yet to be ascertained. The ore taken from this working and now lying on the dump near the mouth of the tunnel looks well and will probably return values in gold and copper that will leave a fair margin of profit above cost of mining, freight and treatment. No work is being done just now in the cross-cut from the shaft at the 200-foot level, the water being troublesome at that depth. More power will be available for pumping after receipt of the 70-horsepower boiler daily expected to reach the mine, and thereafter this lower level will again receive attention. Meanwhile an upraise is being made, in good ore, from the 100-foot level to the surface. A carload of ore is to be sent from the mine to the Trail smelter for test purposes and experiments are to be made at several ore-reduction works in the United States with the object of determining the most suitable method for treating the general output of this mine. The chairman of the syndicate, Mr. G. S. Waterlow, is expected to shortly arrive from England on a visit to the mine.

Other mining properties in Greenwood Camp that should be mentioned are the Brooklyn and Stemwinder, owned by the Dominion Copper Co., of Toronto, Ont.; the Gold Drop and the War Eagle. It was expected that the Brooklyn and Stemwinder would have resumed work ere this, but now it appears likely that they will remain idle for some time longer. The Gold Drop was closed down after last month's correspondence had been sent forward. There are big showings of ore here and nearly 2,000 feet of development work have been done in the mine. The ore on the dumps has a promising appearance for good copper values, but nothing definite is known to the writer as to the actual smelter values of the carload sent out for a bulk test shortly before work was suspended. The War Eagle, situated southeast of and near the Old Ironsides and Knob Hill, and which is owned by an Eastern Townships, Quebec, company, is reported to be steadily doing development work at the 100-foot level and to have cut some nice ore in one of the cross-cuts at that depth, but as it has not lately been visited by the writer further reference to it will be deferred until after information respecting it shall have been obtained first-hand.

THE CITY OF PARIS. The City of Paris is the only mine in Central Camp now doing work of any importance. On its neighbour, the Lexington, owned by the Majestic Company, (one of the Miner-Graves organizations), some surface prospecting is being done to expose a fourth lead found on the claim, but the cross-cut tunnel is just now too wet for work to be continued in it to advantage. The anticipated increase in shipments of City of Paris ore from 25 to 40 tons per diem has not yet been made, the stopes from which the ore is being mined not being accessible enough to admit of the larger quantity be-