

plant within sixty days will enable us to accomplish much more work. At the present time, while we are sending from 250 to 325 tons of ore per day to our smelter at Northport, we are really paying more attention to development or opening up of the mine than to the extraction of ore, for to begin and maintain the shipment of a large tonnage we will require adequate openings. I might say that in the work we are doing not much barren ground is being traversed, and that nearly all ground broken is sent to the sorting floors and thence to the smelter.

**ORE SHIPMENTS.**—As I have cabled you from time to time, we have shipped to our smelter, from 1st March to 15th May, or seventy-five days, the following amount of ore, which will yield on smelting as determined by the sampling and assaying: 23,420 tons (2000 lb.)—14,443 oz. gold, 25,125 oz. silver, 881,696 lb. copper; total gross value, \$412,137.00; gross value per ton, \$17.59; total gross value per day, 5,495.00; average tonnage per day, 312 tons. Besides the above shipments, prior to March 1st, 1899, when shipping was very desultory, we sent down 10,000 tons to the smelter, worth approximately \$175,000.00, so that up to May 15th we have shipped 33,500 tons, with a gross value of \$587,000.00.

**ORE RESERVES.**—It is impossible for us even to approximate just yet the amount of ore now in sight in the mine—not until more upraises and cross-cuts have been driven to block out and determine the exact limit of the ore chutes and the contained values, so that it would be unwise for us to hazard an approximation. However, at the present time we have a very large amount of ore in sight, extending from the 600 to 800 ft. levels and also from the 600 to about the 500 ft. levels. Very shortly we will resume sinking in the shaft, (now 850 ft. deep), so as to reach and open up the 900 ft. level.

**THE MINE.**—Black Bear Tunnel (300 ft. level).—This tunnel is being enlarged and put to an even grade, and at the inner end the station is being cut for the electric hoist. From this point the new inclined shaft is timbered down nearly to the 600 ft. station, and before long will be completed to the 700 ft. level. I might say that in this tunnel is exposed a strong vein, carrying good values—a vein parallel to and 300 ft. south of the main Le Roi vein—and we propose shortly running a cross-cut of 140 ft. from the 500 ft. level to explore this vein at a point above which the vein shows so well in the tunnel. 500 ft. level west.—Upon the discovery of the new ore chute in the 800 ft. level west, the 500 ft. level (then 510 ft. west of the shaft) has been continued 240 ft. and, although not far enough west yet by 80 ft. to be above the ore chute in the 600 ft. level, still for 50 feet we have run along the vein, here 2 to 4 ft. wide, of rich ore, worth from thirty to forty-five dollars per ton. 600 ft. level.—In the main stope immediately west of the shaft, three machines are working in 3 to 7 ft. of high grade ore, but this stope will soon be worked out to the 500 ft. level. In the new, or Tregear, stope the chute has been found to be about 130 ft. long, and on level of the drift from 8 to 14 feet of excellent ore. 700 ft. level.—In the main stope five machines are now working, and we are breaking down ore on the drift level; and on four floors above the drift level we are taking out all the vein between the walls, or to a width of about 40 ft.; and here, although the ore is scattered through much barren rock, it pays well to extract all, raise to the surface, hand-sort, and ship to smelter. West of the present west end of this stope, or 150 ft., the raise for the new shaft from the Black Bear tunnel is well under way, and here there is a fine showing of good but low grade ore, the vein being at least 40 ft. wide, with a solid streak 4 to 6 feet wide on the hanging-wall of ore worth \$20 to \$25 per ton, mentioned in my report for March. The main drift was extended west along this streak, which was continued for 30 or 40 feet, when broken ground was entered and traversed for 80 feet, when cross-cuts north and south showed the vein was 20 feet to the south, where the drift is now continuing west in at present low grade ore, while the cross-cut is still being driven south to see if there is ore on what we call the foot-wall. 800 ft

level. — In my report for March this drift was in 120 feet west of the shaft. Since then at this point a stope about 20 ft. wide has been started, and continued along parallel with the drift (running along the foot-wall), and a cross-cut below, where on the 700 ft. level above it has been mined to a width of 35 feet. The ledge is well mineralized, carrying a larger percentage of iron, which makes it easier to smelt. Right at the foot-wall for a width of 2 to 5 feet, the ore is low-grade; but, from careful sampling, taking a section across the vein at this point, as exposed by the cross-cut, the average value of 16 ft. of ore beginning 4 ft. from the foot-wall without any sorting, was \$15.00 per ton. For the rest of the distance to the hanging-wall careful sampling gave a value for 34 ft. of \$9.00 per ton, again without any sorting. From the values now known we are preparing this level so that we can extract all the ore, as we know that rough hand sorting will increase the average value so as to make this large body of ore very profitable, while we also know that we are liable anywhere to discover bodies of rich ore in this mass.

On the 13th of May I received your cable that the board of directors consented to the sinking of a new large vertical shaft, and at once work was begun, and after this will be continued as vigorously as possible.

In reply to a cable, Mr. Carlyle inform us that the total cost of mining and treatment of ore amounts of 32s. per ton, or \$7.70, and that a considerable reduction will be made.

## THE KLONDIKE.

Mr. A. J. Mangold, the manager of an influential London corporation, working claims in the Klondike, called on us prior to his leaving Vancouver for the North. He very kindly gave us some information as to the existing state of affairs at the diggings. Wishing to ascertain where his company were working and as to the character. Mr. M. said:

"We are located on 211 Dominion below lower Discovery, 80 below Bonanza, and 76 on Hunker, where, when I left the diggings, the average was 1 rc. to pan; also Nos. 1 and 4 on Trail Creek, on left limit of Bonanza. I am now taking in some machinery, which will work out 9 ft. per day of eight hours each machine."

"Yes; I am perfectly satisfied with the Klondike, so far as its undoubted richness is concerned. Drawbacks? Well, I should say so; although they are nothing to what they were. Yet, I consider the Government an extremely lax quantity. Roads and trails should be opened up and development assisted to the utmost. Everything is taxed to the limit and Commissioner Ogilvie has not sufficient grasp of the situation. The soldiers, who were killing time, offered their services to open up the roads: Major Steele, however, opposed this as unsoldierly; although," Mr. Mangold averred, "the Major could employ them to clear the ice, so that they could play hockey."

"Then you think Tupper has some cause for kicking, we queried. "Most certainly; administrative qualities are wanting; the men may be just, but most decidedly incapable and do not adapt themselves to the circumstances and situation."

"Is the country fairly orderly?" "Yes; the Mounted Police maintain perfect order; Dawson being one of the most orderly town I know."

"When do expect to return?" "I shall come out on the last boat, when I hope to be able to give you the best news. I am leaving Vancouver on Saturday, July 15th, by the Humbolt, and expect to get through in about eight or ten days."