

In Wellington Camp, too, developments are encouraging. Mention has already been made of those in the Golden Crown and Winnipeg. The J. & R. and Hard Cash claims, which adjoin, are coming into notice, ore similar to that occurring on the Winnipeg having been cut on the line between these claims. Nothing is being done on the Hartford just now. The Athelstan is at work but the manager is reticent about what is being done and with what result. At the 300-foot level of the

WINNIPEG Winnipeg a vein with four feet of
AND the best looking ore yet found at
GOLDEN CROWN. that depth in this mine is being
 opened up and a carload has been
sent to the smelter to test its value. The lead known as the railway ledge, from which shipments have been made during the past two or three months, has widened to about six feet of clean shipping ore at less than 50 feet from the surface. One 20-ton carload of Winnipeg ore recently returned \$375 above freight and treatment charges, but this value was exceptional, average shipments running lower.

In the Golden Crown a strong ledge from seven to eight feet in width nearly all ore of a shipping grade, has been cut at about 175 feet from the shaft in the south-crosscut which is being extended still farther. Shipments from the mine are being maintained. Fuller notice of this property, together with others not mentioned above, must be deferred until next month.

ROSSLAND.

(From Our Own Correspondent.)

Through the courtesy of Mr. Bernard McDonald, general manager of the Le Roi mine, and with the aid of his efficient assistant, Mr. John M. Long, I was recently permitted to investigate the interior of this great mine. Entering via the Black Bear tunnel and accompanied by Mr. Long,

A VISIT TO I went through the well-lighted
LE ROI. and thoroughly ventilated passage
 which is stoutly timbered and hav-
ing traversed this for a distance of about 400 feet arrived at a point where there is installed a 150 h.p electric hoist plant, manufactured in Denver Col. A few feet from this plant is the double compartment shaft. The level of the tunnel is anywhere from 250 to 300 feet from the collar of the new shaft, for there is a new double compartment shaft as well as an old one and both are within a few hundred feet of each other, but the new shaft is now doing most of the work. This electric plant is doing good service. The engineer in charge was a young man, evidently of the new school of electric engineers who has been trained to his occupation. Descending in one of the cages with Mr. Long we reached the 500-foot level and stood on the drift along the main Le Roi vein. This drift extends the entire length of the claim, 1,500 feet, and eight months ago it was supposed that all the ore on this level had been stoped out by the previous owners, but Mr. McDonald and his superintendent, with a keen eye for discovery and development, soon ascertained that in many places the stoping which was only 10 or 12 feet wide, had been cut out to only about one-third of the ore contents. This discovery was an important one, and part of the large ore reserve which was thus recovered has been stoped and sent to the smelter, but this reserve is still a commercial factor in the life of that level. When, however, it

is remembered that the discovery not only applies to the level but goes up to the surface and down to the lower levels cut out, and to come with all the ramifications the importance of this discovery is not to be regarded lightly. The main drift and some of the cross-cuts on this level were followed their entire length and much was thus ascertained to convince us that the Le Roi is all that its name implies. At the extreme west end of the drift on Black Bear ground a dyke which is known as the Josie dyke, disputes the further progress, but seemingly at this point on this level, at least, the ore vein cuts the dyke though somewhat narrowed, instead of the dyke cutting off the ore.

Mr. Long has identified this intrusion, and he stated that on Josie ground it has been cut through and ore found on the west side and a repetition of this is expected on Le Roi ground. The dyke is composed of an altered granite and in some places it is estimated to be from 90 to 100 feet wide.

In company with Mr. Long I also descended to the 600 and 700-foot levels, both of which are more or less counterparts of the ore above. They extend the same distance as the drift on the 500-foot level and in most respects correspond with that ore. The ore reserve on these levels is a cumulative asset notwithstanding that the management is shipping from 4,000 to 5,000 tons weekly. I did not descend to the 800 or the 900-foot levels, as these are at present only in an incipient state of development, but enough was seen in the levels visited, and on the surface to convince the most skeptical mind that the Le Roi is a wonderful mine and its management experienced and capable men. Three of four of the stope expansions are regular chambers all in ore, and I was informed that it is the intention of the management to stope large quantities of the ore in bins below ground. This ore will be sent to the surface from time to time and shipped as facilities permit.

Much has certainly been done by Mr. McDonald and his assistant, Mr. Long, to place this mine in its present good condition and much remains to be done and will be done to improve the condition, for the general manager believes that there are positive, comparative and superlative degrees, and that the last is attainable. The old double compartment shaft was being worked. The mine, however, is now principally worked by means of the Black Bear tunnel and the new shaft. The ventilation here is excellent. There is, I am informed, an eastern outlet by way of the Centre Star and Iron Mask.

After returning to the surface feeling very much pleased at what I had seen below, a turn was taken through the company's saw mill, blacksmith, and carpenters' shops as well as the compressor buildings, where are located two of the largest compressors on the continent. The saw mill itself must save the company a large amount of money, for here the timber for the mine, etc., is dressed and prepared upon a large scale and with great rapidity, and economy.

The new bunkers which are now nearly finished and which are erected near the big compressor house on the line of the Great Northern will have a capacity of 1,000 tons. Shipments of ore for the Northport smelter will be made from these bunkers which can be filled by a tram running from the mouth of the Black Bear tunnel and another tram from the new