

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 excep-  
tional, 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 tun-  
nel 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 re-  
serve which was thus recovered has been stoped and  
sent to the smelter, but this reserve is still a commer-  
cial 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 stat-  
ed 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 notwith-  
standing 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 con-  
vince 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, com-  
parative 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 tun-  
nel and the new shaft. The ventilation here is excel-  
lent. 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 car-  
penters' 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 com-  
pany 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