

points. The combined pay-rolls have some 150 names and are steadily increasing.

The V. & M. are surveying their group for Crown Grants and also locating the flume line and compressor plant. Work has begun on the development of the Myrtle group by the Tattersall Bros. at the head of the creek.

Lessees are taking out ore from the Fourth of July, Hoodoo, and Free Gold, all on the First North Fork of Lemon creek. Ground sluicing has exposed the lead on the Rose and Mr. F. Dick has taken up a small crew to begin development. This has shown probably the highest gold value found in the camp. No definite news about either the Chapleau or Kilo. The country near the head of the creek is very busy and good reports come from many of the claims, though the snow is still very troublesome up there.

#### THE LARDEAU.

(From Our Own Correspondent.)

The free-milling gold belt, in the Lardeau district, continues to attract considerable attention. The properties now being worked are developing nicely, among the most promising of which is the Oyster group. The area of free-gold ledges is found to be more extensive than at first supposed. Several important transactions are reported of late. Among others the Camborne group has been bonded, a first payment of \$4,000 having been made.

The Eva mine of this district, was also recently bonded by the Imperial Development Syndicate, Ltd., to the London & B. C. Gold Fields for \$250,000. There are a number of free-milling gold ledges on this property. The developing work consisting of numerous open cuts, tunnels and winzes, shows that the ledges maintain their size and ore values at depth. Mr. A. F. Rosenberger, of Nelson, has bonded the Oyster group on Lexington mountain, adjoining the Eva mine. Development work will be started at once. Mr. Rosenberger has also bonded the Sir Wilfrid group, the Noble Four group and the Excelsior claim on Pool creek, for the purpose of developing which he has organized a local syndicate. The Lode group of this district was also bonded last month for \$100,000. From all indications a bright future lies before the district.

#### NORTHEAST KOOTENAY.

(From Our Own Correspondent.)

Notwithstanding the backwardness of the season, which is a month later than usual, a fair number of miners, prospectors and parties looking for investments are coming in and distributing themselves through the various mining localities in the Golden and Windermere divisions of this district.

In the Golden division parties are out on the Middle and North Forks of the Spillimacheen river, on the Blue Water, north of Donald, and on Ice creek, a tributary of Beaver, Foot river, southeast of Leachcoil station on the C. P. R. It is thought that the Boston & Bennison Mining Co. will resume work on their properties, which are situated near the head waters of the Middle Fork of the Spillimacheen, about 30 miles from Carbonate Landing on the Upper Columbia, above Golden. A considerable amount of work has been done on these claims, and it is thought that the

developments already made will warrant the erection of one hundred ton reduction works as soon as a wagon road can be got in. A road from Carbonate or from some other point in that neighbourhood into the McMurdo and Upper Spillimacheen country would enable many other promising mines to resume operations, and would open up many new claims in a mineral belt which has every appearance of being able to produce copper, gold, lead and silver on a large scale.

The Certainly G. & M. Co. is expected to work the properties on Fifteen-Mile creek and Canyon creek, which were closed down last fall, and it is said that the Good Luck Co. will continue opening up their claims on the South Fork of Canyon creek.

Work is to be commenced on the Sunday mineral claim next week by an Eastern Township company.

The principal mining activity prevails, however, at present in the Windermere division, and is likely to increase very much as the season advances.

The Provincial Government is dealing in a very liberal manner with the Windermere country, in the way of roads and trails. A good road was built last fall from Athelmar and Peterborough, on the Columbia river, some 12 or 14 miles up Toby creek, and is now being carried on a distance of 5 or 6 miles farther. This road gives access and shipping facilities to a great number of claims on Toby creek and tributaries, including the Paradise which has already sent 1000 tons of Carbonate ore to Peterborough landing, 500 tons of which has been forwarded to the smelter at Trail, and the remainder is being shipped by the steamer "Duchess" at the rate of 50 tons each trip. Amongst the other mines which will benefit by the construction of this road are the Mineral King, Delphine, Hot Punch, Monarch and Majestic, all more or less developed properties and likely soon to become shippers.

Another road now being constructed from Peterborough 20 miles up Horse Thief creek, will give access to the McDonald creek and other mining camps. The Red Line or McDonald creek mines have been purchased by a strong American company, and work will be prosecuted on a large scale, I am informed, as soon as the road is completed.

Dutch creek and Findlay creek are attracting considerable attention and are developing some good copper, gold and silver-lead claims. There are also excellent gold quartz prospects on Findlay creek, and a good wagon road up the creek 10 or 12 miles, with trails in different directions for many miles beyond the end of the road into the mountains.

On the Upper Kootenay river, above Canal Flat, there are indications of coal and copper which may be worth attention.

A telegraph line from Golden to Windermere has just been completed by the Dominion Government, and will add greatly to the facilities for transaction of mining and other business.

The U. C. Navigation & Tramway Co. are bringing their steamer "North Star" from Jennings, on the Great Northern Railway, up the Kootenay, then through the canal at Canal Flat, and down the Columbia lakes and river, for service on the latter between Golden, Carbonate, Spillimacheen, Peterborough, Athelmar and Windermere. This will add 150 tons or more to the carrying capacity of the company's fleet on this route, and taken in conjunction with the activity of the government in building roads and trails, may be looked upon as a fair indication that mining development and ore shipments are increasing and likely to increase in a satisfactory manner.