

the tonnage should go up again. The following is a detailed statement of ore shipments for the week ending June 24th and year to date:

	Tons for week	Tons for year.
Le Roi.....	1,920	39,923
War Eagle.....	396	18,950
Iron Mask.....	75	1,375
Evening Star.....		36
Deer Park.....		18
Centre Star.....	25	1,195
Total.....	2,641	61,397

Rosslund, B. C., June 25.—Because some of the later smelter returns of the Le Roi show a lower percentage in values there has been a drop in the London market of the Le Roi stock, and it has been seriously asked if the values showed signs of petering out with increased depth.

E. B. Carlisle, the general superintendent of all the B. A. C. properties, stated his whole policy in regard to the Le Roi to the representative of the Miner yesterday. Mr. Carlyle is quoted as saying:

"We desire to keep up with the Northport smelter, and are shipping about 300 tons of ore per day, but outside of this no effort is being made to increase the shipments. Our main purpose is to properly develop the property and in order to do that upon the scale indicated in the Miner last month, we are proceeding steadily and shipping all pay ore encountered, irrespective of values, so long as it is smelter ore. Consequently the value of the weekly returns for ore shipped fluctuates considerably, but just so long as the ore shipped pays we are not concerned for the moment if the values vary. There is no truth whatever in the suggestion that the values decreased with depth in the Le Roi; on the contrary, the average values hold their own very well. There is practically no change in them."

Mr. Carlyle added that in development work alone 13 drills were now hard at work. The lowest depth attained is 850 feet, and still lower sinking is going on. Work is also proceeding on the five, six and seven, and eight hundred foot levels, and the Black Bear shaft is being pushed down so that shortly all the men and the materials for use in the mine will go up and down this way by the new ships, and the ladders now in use will only be required in case of emergency. Work upon the big tunnel into the head of what will be the joint shaft, starting in on Black Bear ground, is also being pushed as rapidly as the circumstances will permit. In every section of the Le Roi the development work, as outlined by the management, is being vigorously proceeded with, and at the same time the weekly ore shipments are being kept up to the necessary average in order to keep the Northport Smelter going.

WAR EAGLE—The new electrical compressor plant at the War Eagle had two or three successful trial runs during the week, and will be in full running order by the end of the month; meantime, as previously reported, additional power is being obtained from the Rosslund Red Mountain seven-drill compressor for the War Eagle and Centre Star mines. Eight hundred and ninety-two tons were sent down to Trail during the week, considerably below the usual output. There is nothing special to report concerning the mine itself. Everything is proceeding smoothly and pedestri-

ans on Columbia avenue can now view the big ore cars on the new tramway making their trips steadily from the top of the hill to the ore bins at the railway.

IRON HORSE—Crosscutting continues to the south of the 300-foot level. The south cross-cut has been driven across the big vein for a distance of 116 feet. It is momentarily expected that the foot-wall will be met. The ore continues to be of low grade. The determination is to cut clear across the big vein before drifting will be commenced upon it. In the drift to the east on the 300-foot level the face is all in ore. Work has been temporarily stopped in the drift to the west. It is thought by the management that the exploration of the big ledge on this property, which is now known to be 116 feet in width, will result in the uncovering of some pay ore chutes.

CENTRE STAR—Twenty-one carloads or 389 tons of ore were shipped last week from the Centre Star mine to Trail. This is the largest week's shipment from this property this year. Combined with the War Eagle, the two properties sent out 1,282 tons during the week, a good deal below what the average should be under the contract now running to supply at least 300,000 tons within the 24 months commencing June 1st. On or before the end of the present month the War Eagle and the Centre Star should easily average a combined daily output of 300 tons, or 2,100 a week.

EVENING STAR—The work of hauling ore from the mine to the depot is commenced, and will, now that the road is in good condition, continue indefinitely. The intention is to ship the 100 tons that is on the dump and to stoop from the reserves, both in the upper and lower tunnel. The property is in good shape for shipping for an indefinite period, and before the summer is over the Evening Star should have a good sized tonnage to its credit.

VELVET—The driving of the main cross-cut on the 260-foot level continues and good progress has been made on the main tunnel. The work of development is being pushed all over the property and in most thorough and systematic manner.

JUMBO—Work continues on the big crosscut tunnel.

SUNSET No. 2—Sinking has been continued during the week on both No. 1 and No. 3 shafts. No. 1 is now down over 450 feet and No. 3 is down 70 feet. There are now 26 men employed on the property. The president, Dr. R. J. Wilson, and vice-president, Mr. Alex. Pridham, visited the property recently.

NICKEL PLATE—Work on the new hoist is fast nearing completion and sinking from the surface at this point, north of the present working shaft, has been commenced. Connection with the 200-foot level will be completed before the end of the month.

DEER PARK—Drifting continues on the lower level. The north drift is in for a distance of about 23 feet, and there is a small change for the better in the class of ore encountered. The north drift is in for a distance of 12 feet.

WALLINGFORD—Work continues on the long crosscut tunnel, which is being driven to intersect the ledge. This tunnel is now in for a distance of 325 feet. It is anticipated by the management that the ledge is not a great distance away.

WHITE BEAR—Skids are being put in

the shaft down to the 250-foot level, on which the skip will run. This is almost finished. It is now certain that the work of deepening the shaft will be commenced early this week.

LEITER—Work on the long tunnel continues with a full force. It is now in for a distance of 156 feet from the portal. It is anticipated that the vein will be met within the next 10 feet.

IRON MASK—The improvements on the Iron Mask are proceeding rapidly. The mine sent down 130 tons of ore to Trail during the past week.

GREEN MOUNTAIN—The work of deepening the shaft continues. There were no developments of interest during the past week.

HONESTAKE—Drifting to the west and crosscutting to the south continues. There were no developments of moment during the past week.

GERTRUDE—The work of timbering the shaft on the Gertrude has been completed and drifting commenced.

COXEY—Surface work has been in progress all week upon the Coxey.

BIG THREE.

MASCOT—A crosscut is being driven from the end of the lower tunnel and at right angles with it, to reach a point where it will intersect the winze from tunnel No. 2 when it is extended another 100 feet. This crosscut has been made for a distance of 20 feet, and will have to be driven a total distance of 162 feet before it will reach the point desired.

SNOWSHOE AND SOUTHERN BELLE—The crosscut from the Southern Belle to the Snowshoe ledge is now in 110 feet. The indications show that the ledge is being approached as the work proceeds.

VELVET MINE.

Rosslund, B. C., June, 28, '99.—Supt. J. E. Morrish, of the Velvet mine on Sophie Mountain, was in the city and he brought excellent news with him. On the 260 foot level the large ore body that was met on the 150 foot level has been tapped. This proves the ore chute to be about 300 feet in length and 250 feet in depth. In some places it is 60 feet in width. The ore body on the 250 foot level was found after a crosscut had been run from the shaft for a distance of 54 feet. When Supt. Morrish last saw on Monday the ore body on the 250 foot level it was about four feet in width and there were no signs of the other wall. The presumption, however, is that the ore chute is as wide on the 260 foot level as it is on the 159 foot level, that is from 10 to 50 feet. This establishes beyond the peradventure of a doubt that the Velvet is a great mine. It is certain now as the ore is all of a shipping grade and carries good values in gold and copper, that the Velvet is not only one of the great mines of the camp, but also of the Kootenay, in fact there is not a mine even among the banner ones that had as good a showing as the Velvet at the same stage of development. It is thought it will make as good a property as the Leroi, which is saying a good deal for it. The Velvet owners are now determined to market the ore of the property and will devise some method by which the ore from the mine can be transported to the smelter.

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