

capacity of 650 tons a day. The mines have already been cleaned up, and ore is being broken down sufficient to keep the furnace busy. As soon as the two old ones, which have a combined capacity of about 600 tons, can be equipped with an electric feed they, too, will be blown in. This will perhaps take place within three or four weeks, after which time the plant will operate continuously, judging from the present appearance of things."

Announcement has been made by Mr. G. O. Buchanan, of Kaslo, distributor of the bounty under the Act providing for the payment of bounties on lead contained in lead-bearing ores mined in Canada that all lead bounty claims up to June 30 must be rendered immediately as to 60 per cent. thereof, and as to the remaining 40 per cent. as soon as the ore shall have been smelted. The latter claims, however, will not be paid until March 31, 1909, but must be sent in as soon as possible. All claims arising after July 1 will await the issue of the new forms which are to be printed by the department, which will be done as soon as the Lead Bounty Act shall have been signed by the Governor-General. In no case can claims arising under the new and old Acts be presented upon the same form. The claims under the old Act must be dealt with separately as if the business had altogether closed. A fresh start is to be made with the new claims, the forms for which will probably be received in Kootenay some time during August.

On May 18, the manager of the Ymir mine advised his company by letter, in part, as follows: "We are just now in a very broken and twisted portion of the country, but undoubtedly in proximity to a good ore body. I think I am justified in saying this. We have struck quite a bunch of really good ore, which has, so to speak, been tailed off from the main ore body, and we are following the slip by which this tailing off has been effected, and we are now in a big body of quartz containing some galena. It must be remembered that we are going in on this vein from its extreme end, where the vein fissure gradually loses itself in the bedding planes of the slates, and here instances are bound to occur of the fissure continuing as a mere slip, widening out in bunches, and of contortions of the slates generally, with admixture of vein material. At the present moment we are, I firmly believe, just underneath the main body of the ore." On June 2 he cabled: "Vein has been badly faulted; spent some time searching for; I am very glad to inform you that has again been found and looking well; now in ore; assays average \$10 per ton; the high-grade ore runs \$40."

From the Department of the Interior, Ottawa, we have received an excellent map of the British Columbia Railway Belt which is distinctly a credit to the geographer of the department, James White, F.R.G.S. It is a special edition prepared under the

direction of R. E. Young, D.L.S., superintendent of railway and swamp lands, and shows lands disposed of, also timber berths, the various classes of lands being shown each in a separate colour. Apart from the particular purpose for which it was prepared the map has been brought up to date in regard to the information it gives relative to parts of the Province outside the railway belt. Many towns, villages, streams, etc., are shown, as are also the routes of existing railways and of proposed new lines. The map is in two sections and is printed on good paper, so that it will be serviceable. Another map the same department has been good enough to send us is the Railway Map of the Dominion of Canada. The several railway systems in the Dominion are shown in distinctive colours, with different indicators as to whether they have been completed, are under construction, or located only. The approximate route of the Grand Trunk Pacific railway from Alberta through British Columbia to the Pacific coast especially interests people resident in this Province, and that is shown on the map. Still other useful maps received are three prepared to accompany the "Annual Report of 1906 of the R.N.W. Mounted Police." These are (1) Provinces of Alberta and Saskatchewan, (2) Northwestern Canada, (3) Territorial Divisions of Canada, Nos. 1 and 2 (the latter in two large sections) show the mounted police stations in the respective territories covered by them and, in addition, give much useful information including tables of distances from Athabasca Landing to numerous points and intermediate distances along the winter road from Whitehorse to Dawson, Yukon. These several publications are welcomed for their practical value, which must be evident to all possessing them and in any way interested in the fields they respectively cover.

In the course of a somewhat comprehensive review of matters in which the town of Rossland and tributary district are more or less directly interested, the president of the Rossland Board of Trade in his annual address recently made the following reference to the mining industry: "Notwithstanding the difficulties that occurred in the early part of the year, with regard to supplies of coal and coke, and the great slump which took place in the price of metals in the latter part of the year, Rossland is to be congratulated on the fact that its mines continued to work steadily, while most of the mines in the Boundary as well as those in the Sloean and in other parts of the Province were closed down. This was largely due to the splendid feeling that existed between the mine management and their employees, which enabled them to meet the changed conditions and continue the operation of their mines on a basis that was satisfactory to all parties. Another factor to be noted was that our mines being gold and copper, and the gold values largely predominating, we did not feel the effect of the break in prices of metals to the same extent that other districts did. It is also