

a car of dry ore estimated to average 200 oz. silver a ton, 6 per cent. lead, and 22 per cent. zinc. The work done included driving the lower tunnel to cut the vein at 125 feet deeper than the old workings; for 50 feet a drift was in ore. When cross-cutting in old workings from No. 3 a shoot of high-grade ore was encountered and men were put on stoping. A raise was made 60 feet from No. 3, and it was intended to continue raising if the ore should be found sufficient to warrant this further development. Mr. Tipping also drove a tunnel on his own claim, the *Gordon*, adjoining the *Black Prince*.

Barber and Taylor worked on the *Mc Cor* under lease, and took out some ore of good grade; they got in supplies to allow of continuing work throughout the winter. Wafer and Johnson found ore on the *Gladys*, on which they had been working a year or more. Geo. Long had three men working on the *Lily B.*; a cross-cut was driven to the vein and ore was mined, with prospects sufficiently good to induce the getting-in of supplies for continuing work all through the winter.

No information was obtained concerning the *Enterprise*, on Ten-mile creek, except that 138 tons of ore was shipped to Trall, as compared with 50 tons in 1914. There were other properties worked in Slocan City Division relative to which particulars were not received, but generally there was expectation that more mining will be done in the Division in 1916 than in any of several recent years.

Nelson Mining Division.

Mining in Nelson Division did not fully recover in 1915 from the adverse effects of the war, which in the second half of 1914 seriously affected ore production at the larger producing mines in the northern half of the Division. This is manifest when a comparison is made of production figures for the two years respectively. The output of the *Silver King* in 1914 was 13,457 tons; of the *Queen Victoria* it was 7,920 tons; and of the *Molly Gibson* 509 tons of concentrates. In 1915 no ore was shipped from either the *Molly Gibson* or the *Silver King*, and only 830 tons from the *Queen Victoria*. The decrease in production from these three mines was, therefore, 21,886 tons. The production at Ymir, and at Deer and Sheep creeks, near Salmon, was also considerably smaller, for the *Yankee Girl*, Ymir, which in 1914 shipped 230 tons, did not make any production in 1915, while the *Zincton* mine shipped only 16 tons to Trall, against 429 tons in 1914, and the *H.B.* mine's output of lead ore was 380 tons in 1915, against 2,004 tons in 1914. Without figures to tell what the position is in connection with the *Mother Lode* and *Queen* mines, at Sheep creek, no similar comparison can be made here, but it is known that the former mined and milled considerably less ore in 1915 than in 1914, though it is thought probable the latter's production was not far from being equal to its 1914 quantity of ore crushed and gold recovered. On the other hand, the *Granite-Poorman* mines were worked in 1915 and resumed production of gold.

Molly Gibson.—In the Consolidated Mining and Smelting Company's last annual report only a brief reference was made to this silver-lead mine, as follows: "At the *Molly Gibson* a few men have been worked on the tunnel from the surface with fairly satisfactory results, but no ore has been shipped, and the mill has not been operated." The footage of development-work done was 350 feet.

Queen Victoria and Eureka.—A comparatively small quantity of ore was shipped to Greenwood smelting-works from the *Queen Victoria*, near Beasley Siding, this production having been made by men who leased the mine from the British Columbia Copper Company. After that company relinquished its bond on the *Eureka*, situated on Eagle creek, that property was bonded by F. Keffer and H. Johns, who had, during the two or three years the company was doing exploratory work, supervised operations, and so were well informed as to conditions in the mine. In 1915 it was rebonded to the Pingree Mines Company, of Victoria, which is driving a crosscut adit to open the mine at approximately 200 feet deeper than the main working-tunnel, which follows the ore for about 900 feet. Besides providing for drainage, there now being an excessive flow of water into the upper workings, the new adit will make accessible for exploration a large section of new ground. The Pingree Company