

The agent for the Omaha & Grant Smelter, to which nearly 5,000 tons were sent, has favored us with the actual returns from 2,114 tons of ore contributed from various mines. This amount gave a net return, after deducting 5 per cent. silver and 10 per cent. lead, of 241,336 ounces of silver and 1,224 tons of lead. The average product per ton is thus 114 ounces of silver and (nearly) 60 per cent. of lead. Taking the price of silver to day [August] at 66, and of lead 320 per cwt., the net value of that ore after paying all expenses of freight and smelting, is \$113.64 per ton.

Most of these great galena properties lie on the mountains round the South Fork of Carpenter Creek, which runs westward into the Slocan Lake. On the North Fork are several claims with ledges of dry ore (silver and iron without the lead). From one of these claims in the same belt, the owner informs us that a small shipment of picked ore, sent to the Pilot Bay smelter, went as high as 900 ounces of silver. The vein, which is from 18 inches to 2 feet in width, averages 200 ounces. This dry ore belt extends from Rosebery, a little hamlet at the mouth of Wilson Creek on Slocan Lake, eastward through the country drained by the North Fork of Carpenter Creek, nearly to the Kootenay Lake, a distance of some 12 or 15 miles. Quite recently some phenomenal discoveries of dry ore with large masses of native silver have been made on the creeks flowing westward into the south end of Slocan Lake. The discovery of the Fisher Maiden last year in the same direction has lately attracted attention to this part. This claim shipped 50 tons of ore to the smelter last year, which yielded 265 ounces of silver to the ton, one carload yielding as high as 347 ounces per ton. At present this part of the country is still in the hands of the prospector, and many strikes are being made, of which some at least will make mines, and public attention will no doubt shortly be turned to them.

The following is a list of a few of the chief mines of the Slocan with their characteristics:

BLUE BIRD—Development, 1,800 feet tunnelling and 200 feet shafts; 240 tons have been shipped. Average assay, 137 ounces silver and 75 per cent. lead.

MOUNTAIN CHIEF has shipped 800 tons. The average of 100 tons of this was 214 ounces of silver and 71½ per cent. of lead.

IDAHO and ST. JOHN, two parallel claims; 750 tons clean ore shipped averaging 140 ounces of silver and 65 per cent. lead. The owners had about 7 tons of ore on the bank, consisting principally of grey copper and antimonial silver, which carried over 3,000 ounces of silver to the ton.

The **ALAMO** belongs to the same parties as the last; 675 feet tunnels and 160 feet shafts. Ore averages 200 ounces in silver and 60 per cent. lead.

DEADMAN, adjoining Noble Five. One carload only as a sample, shipped to Omaha. Ore averages 150 ounces in silver and 50 per cent. lead.

WASHINGTON. Over 1,000 feet of tunnelling and shafting; 1,500 tons of ore shipped; averaged 140 ounces in silver and 60 per cent. lead.

RUECCAU shipped 350 tons; 80 tons gave a return of 176 ounces of silver and 76 per cent. lead.

NOBLE FIVE GROUP. 1,700 feet of development work. Shipments amount to 550 tons. Value of ore, 150 ounces of silver and 70 per cent. lead.

ALPHA. Development work, 500 feet tunnelling. Ore value, 105 ounces silver and 64 per cent. lead. Total shipments, 1,000 tons to Omaha and Grant smelter.

GOOD ENOUGH. A fractional claim adjoining the Rueccau. From a shipment of 21 tons the galena returned 768 ounces of silver per ton and 66 per cent. lead, and the carbonates yielded 375 ounces of silver per ton and 17 per cent. lead.

RUTH. A claim close to the Slocan Star. Shipped 66½ tons. Ore runs from 115 to 130 ounces in silver and 73 to 79 per cent. lead.

LAST CHANCE has shipped 110 tons. After paying freight, duty and treatment, they returned \$8,000. Cost of mining, \$1,200, net value, \$6,800. Average per ton, \$61.90.

FISHER MAIDEN. Fifty tons of ore shipped, averaging 230 ounces in silver and 10 per cent. lead.

Most of this information has been taken from the figures contained in the Report of the Minister of Mines.

Speaking of the new discoveries at the south end of Slocan Lake, the same document says: "On Eight Mile and Ten Mile Creeks numerous discoveries were made this summer (1894). The Kalispell, on Ten Mile Creek, is the most promising. The locators are at work and have 7 tons of ore averaging between 400 and 500 ounces of silver to the ton."

The capital of the Slocan is New Denver, a little town most picturesquely situated on the east side of Slocan Lake at the mouth of Carpenter Creek. Five miles up the creek where its three branches join is Three Forks, and still further up the South Fork is Sandon, for the present the terminus of the Kaslo Railway. North of New Denver on the lake is Rosebery, a new village of inconsiderable proportions. At the south end of the lake (on the maps) is Slocan City. In consequence of the remarkable finds in this vicinity the town is apparently materializing and lots therein have actually been sold for hard cash. From the Slocan Lake an excellent trail leads down the left bank of the river to its junction with the Kootenay. It is expected that before long the C.P.R. will build up this river from its Nelson and Robson line.—*Nelson Miner*.

The Hall Mines.

The *Nelson Miner* is publishing a series of sketches descriptive of West Kootenay and its many valuable mines, from which we clip the following:—

The Hall Mines were discovered in 1886 by a prospecting party from Colville, composed chiefly of members of the Hall and Oakes families. The property, which consists of four claims, the Silver King, the Kootenay Bonanza, the American Flag and the Koohinoo, and covers about 56 acres, was sold in 1893 to the Hall Mines Company of London, England, for something over one million dollars. The works consist chiefly of a tunnel 920 feet long, running S. 65 deg. E., connected by winzes and inclines with two upper tunnels and with an upper drift about 200 feet long. There are numerous cross-cuts and also a lower drift approached by a winze from the main tunnel. The ore is not in the form of a fissure vein but lies chiefly in two large bodies, which have now been very extensively proved by the workings. In the drift cut above the main tunnel the same ore bodies were struck, but were found to be not so rich as in the original workings. A winze was accordingly sunk and a drift excavated at a lower level. Here again the ore was struck, but this time it was richer instead of poorer.

The ore varies very much in quality. Assays of specimens have run the ounces into four figures. The rock in the lower tunnel will average from 30 to 40 per cent. of shipping ore going 130 to 150 ounces of silver, 12 to 15 per cent. of copper and a few dollars in gold to the ton.

The minerals found in the mine are Bornite or Peacock copper ore, Tetrahedrite or grey copper ore or Chalcopyrites or yellow copper ore with occasional iron pyrites and traces of galena.

Up to the present time it has been the policy of the company rather to develop their property than to ship ore. But of late a change has been made.

A new manager has been appointed, who in a few months has "proved" the mine further than ever it was before. The power drill has been freely used, with the result that the existence of ore at considerable depths and of increasing richness has been discovered. English companies move somewhat slower than similar institutions in the States, but at last the Hall Mines Company, Ltd., has made a move. Their mine is situated nearly 5,000 feet above Nelson, at a distance of 4½ miles in a straight line. The only means of communication until the present time having been a waggon road, necessarily steep and circuitous and long. Recognizing that large bodies of ore could not be conveniently handled in drays, a contract has been let to the California Wire Works Company of San Francisco, and a wire tramway capable of delivering 100 tons of ore a day is now in course of erection. It has to be in working order by the end of August and from then on for three months the contractors have to deliver 100 tons a day at its lowest terminus in Nelson. Here huge bins are being constructed close to the line of the C.P.R., and the company has ordered the machinery for a 100 ton smelter from Messrs. Frazer & Chalmers, of London and Chicago. It is to be delivered by the end of the summer.

In the immediate neighborhood of the Silver King are many other claims, some with a good deal of development work done on them. Most of them contain galena, but those which are attracting attention at present are the gold bearing properties. Of these the Starlight and Athabasca have recently been bonded at \$30,000 and \$50,000 respectively, and genuine work is