

IT WAS WELL NAMED

Monte Cristo Mine Is Now Playing In the Greatest Luck.

SHIPPING ORE IN PLENTY.

Lower Tunnel Has Five Feet of 228 Ore, and Now the Upper Tunnel Has Struck It Rich, Too—Significance of the Event.

The showing on the Monte Cristo is simply immense. It is a matter of general congratulation in the camp that this mine should after many months of patient work under discouraging conditions now finally come to the front in such a handsome manner.

The surface assays of the Monte Cristo were always poor, running from a trace to a dollar or two. The surface showing was large and this was encouraging to begin with.

The Miner is now able to announce that the upper tunnel also has a solid face of ore and that it is by far the finest yet found in the mine.

ORE IN ABUNDANCE.

White Bear Shaft Down Nearly 100 Feet and Improving.

The White Bear is improving every day. The Miner has already had reference to the fact that the streaks of ore observed ten days ago had consolidated or nearly so and when the shaft was down 85 feet there was a clean ore body about three feet wide.

Operations with the drill have been resumed and the ore is now being taken out in solid blocks of considerable size.

THE THERIY IRON COLT.

Managers Order 300-Foot Shaft to Be Put Down.

The Iron Colt is to have a new steam hoist. For some time Messrs. Moynahan & Campbell, who have the management of the property, have been considering the best method of prosecuting the development of the mine.

The Iron Colt shaft was in ore almost continuously from the time it was started and very few mines in the camp have started out under fairer prospects.

TWO EJECTMENT SUITS BEGUN.

Test Cases Have Been Brought Which Will Determine Squatters' Rights.

Two cases of ejectment proceedings are in progress against squatters on the Nelson & Fort Sheppard townsite. One is being brought by the Nelson & Fort Sheppard railway company by its attorney in Victoria and writs of ejectment have been obtained against Gus English and Henry Eagles, who are also the defendants in a criminal action charging them with malicious destruction of property in destroying the foundation of the Baptist parsonage.

The other suit is being commenced by W. J. Walker, who purchased property on Sour Dough alley, paying the Nelson & Fort Sheppard railway in full for it. Squatted upon this property are a number of people, some of whom have refused to pay rent or move off.

It has not been determined where the ejectment cases will be tried. Judge Forin has jurisdiction over such cases and unless the supreme judges come here to hear the cases they will be tried in Victoria.

JUDGE FORIN'S PLANS.

Towns at Which He Will Hold Court—Demand For Buildings. "During my stay in Victoria I met the premier and the attorney-general," said Judge Forin Saturday, "and among other matters discussed was the question of proper buildings in Kootenay for holding court and for other provincial business. Demands are pouring in on them from all parts of the interior

for new buildings. The Sloan towns expect attention. Revelstoke has a very old building with a court room about ten feet by eight. The Boundary country and Yale are also looking for buildings.

"One realizes the government's difficulties only when one reaches the centre, but as the attorney general said, 'We are anxious to build roads and open up these new districts first, then the public buildings will follow.'

"Nelson at present will be my chief place of residence, as it is there the buildings and registrar are. The provincial law library will probably be established there, and that is the most central point for the Sloan and this district, but I expect to be in Roseland just as often as the requirements demand and the time at my disposal permits.

IT WAS HIS FIRST TERM

Judge Forin Held County Court in Nelson on Friday.

Gossip About the Crow's Nest Pass Railway—Rev. Gordon of Winnipeg Gets a Call.

NELSON, Jan. 15.—[Special.]—Judge J. A. Forin, formerly of Roseland, newly appointed judge of the county court, presided at the sitting of the court today for the first time in Nelson and disposed of a number of civil cases.

The case of the crown vs. Hespeler, committed from Kaslo on December 24, on a charge of forgery, came up, but as the attorney-general had not reported upon the case, the court was not inclined to advance it.

Nothing further has developed in regard to the departure of Mr. Perry and his party of engineers, who went to a point opposite Balfour last Sunday for the purpose of starting the location work on the Crow's Nest Pass road.

The Hall Mines smelter did not shut down this week.

LETTERS TO THE EDITOR.

British Columbia's Future.

HELENA, Mont., Jan. 11. EDITOR ROSSLAND MINER.—Sir: In your issue of December 31 I read an article on the eleventh page, "Another Expert Answered." Between the years of 1884 and 1895 there used to be a "J. T. Gove" in Helena, Mont., who called himself an "expert," and who used to have a small assay office on a back street.

CARIBOO CREEK WAGON ROAD.

Committee Will Ask the Government For an Appropriation of \$7,000.

The committee appointed to draft the petition for a wagon road from Burton on the Columbia river, as stated in the Sunday Miner, met Monday.

Mr. Woodhouse spent two summers in that region and made a thorough examination of the mineral locations and knows whereof he speaks. A well drawn map of the district, showing the mineral basin of Cariboo creek and all its tributaries, has been prepared by W. A. Swan, a civil engineer, and will accompany the petition also.

Mr. Swan has made a survey of the proposed road. From his report it will be a very easy road to build. The first two and a half miles will necessitate simply the cutting of timber. The next four miles will be on a side hill with cuts in gravel and the removal of boulders. The last two and one half miles will be along side hills with cuts in gravel. The grade will average no more than five per cent.

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BELMONT HOTEL. McDONALD & MURCHISON, Props. RESERVE ST., ROSSLAND. LODGE MEETINGS. CORINTHIAN LODGE No. 27 A. F. & A. M. Meets in Roseland Masonic Hall on the first Thursday of each month.

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The Red Eagle. The Red Eagle mineral claim is situated on the east slope of Deer Park mountain, between the Mayflower and Curlew claims. There are three known ledges crossing this property. These veins are known as the South vein, the Curlew vein and the Mayflower vein.

The Red Pole. The Red Pole is situated one-half mile south of the Red Eagle and east of the Silver Bell mine. The Silver Bell ledge crosses the Red Pole mineral claim. Assays from this vein have shown over \$100 per ton of gold and silver.

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RO Two Dollars a Year FOR LARGE STAFF A Big Game Is Now Being Among Railroads in Kootenay FOUR BIG CORPORATIONS Great Northern Has a Line From Albany Falls to Trail in Mind

There is much speculation as to the meaning of the bonding of a large tract of ground adjoining the town of the south. There are about 80 acres of the tract and it abuts squarely against the west bank of the Columbia river. There was a rumor of a Gooderham people of Toronto who were to move and that they were to ground for a smelter site. This rumor was a very unreasonable one and the purchasers would hardly rival smelter at Trail with Mr. Blackstock, who is certainly not to speak for the Gooderham people, says that if they go into a scheme anywhere it will be at Trail. It is not at all probable that the Gooderham people or anybody else will be in possession of a line of transportation to the north from which they would expect their ore supply.

The Miner has made very good deals in the past month. It is a good reason to believe it was either the Northern Pacific or the Northern railroad company. Both companies have been at Albany Falls, where the trail is known that an engineer employed of the Great Northern is making careful observations all from Trail to Waneta. Presumably with the purpose of looking up a branch in the Kootenay from the main line. It is also certain that the Great Northern is making the Columbia river to Waneta and thence to the true main line of the Great Northern across the d'Oreille river, into Kootenay, by the Bend d'Oreille river to Waneta up the Columbia river to Kootenay. The distance from Albany Falls to the mouth of the Bend d'Oreille river is about 100 miles. Consists of a line would be very inexpensive Albany Falls to Box canyon, as the line would be through the level Galeshell mouth of the Bend d'Oreille is the very rough country, but the engineering difficulties are by no means insurmountable. The distance from Waneta to Albany Falls is about 110 miles, so that the line at Albany Falls to Trail would only about 110 miles long.

It need not be a matter of surprise that the Great Northern people have been during the present week. President of that road went to New York other day, accompanied by Mr. Stephens unless the purpose of was arranged for some important construction work. The Northern Pacific is just now getting a foothold in Kootenay. What lends the story that the Northern Pacific would like to have entry Trail townsite is the fact that that company are known to be at Trail frequently of late. One agent came direct from the office of the company at St. Paul to move probably the course of the Pacific would be to make a alliance with Mr. Corbin of the Falls & Northern. The negotiations between Mr. Corbin and the Northern Pacific people have been of the most pleasant character was the Northern Pacific which was in 1888 the road that Mr. Corbin built from Hauser Junction to d'Alene City and the narrow-gauge Mission, on the Coast d'Alene river the Coast d'Alene mines. It has been hinted of late that the Pacific would try to secure the Falls & Northern, Nelson & Fort Sheppard and Red Mountain line, which would be a most desirable position so far as its British Columbia business is concerned.

But there is another factor to be considered and that is the Canadian Kootenay country which has been one of the most pleasant characters in the fish to the Corbin system, which comes south and spreads out like a fan C. P. B. territory. Would it be body therefore as being unready the C. P. B. tried to get the Corbin system. It would give an outlet to the south and remove a rival. It is pretty certain that Mr. Heineze and that the undertaking consists of a traffic arrangement C. P. B. cars are to run into it and Roseland over the Columbia Western from Robson, with several lateral provisions such as the de-Trail smelter. The next thing with the Corbin system and we would deal more is going on in the north than the outside world sees. The railroad situation, take

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