

shingle and saw mill has been ordered and will soon be added to the mill plant. The 3-drill compressor has been at work for some little time, and is doing good work. The shaft 8x13 has reached a depth of 65 feet, and \$260 per ton in gold was obtained from a sample selected all the way across the shaft bottom. Mr. Glass exhibited a very fine free-gold specimen which was taken from the shaft. The work at the mine is going on steadily and a force of 25 men in all starts working from this week.—Rat Portage Miner.

#### SUNSET MINE.

The Sunset mine in Deadwood camp, one of the properties of the Montreal Boundary Creek Mining Co., will be in a position to ship ore to the Greenwood smelter by June next. The work accomplished since the first of September includes the enlarging and retimbering of the shaft down to the 100-foot level. The shaft is now a double compartment, each compartment being four and a half feet in the clear. At the 100-foot level a crosscut has been started in a northeasterly direction to the ore body. This work is in 70 feet, and will probably require fully 100 feet more before the ore is encountered. The shaft is also being enlarged and retimbered down to the 260 foot level, where it is proposed to run a similar crosscut. The shaft was sunk on the ore body, which dipped out at a depth of 70 feet from the surface, and was continued down through the footwall. The crosscut at the 100-foot level it is expected will encounter this wall in a distance of 170 feet. The ore in the shaft is said to average \$10 to the ton, and when it is taken into consideration that the vein measures on the surface at least 70 feet in width, one can readily grasp the enormous tonnage that is capable of being taken out. And \$10 ore in Deadwood camp is a profit paying ore, with a smelter now being built within three miles of the mine and the branch line of railroad connecting the mine with the smelter being situated barely 50 feet below the mouth of the shaft.

#### MOTHER LODE.

Good progress is being made with the upraise from the 200-foot level of the new workings of the Mother Lode mine, in Deadwood camp, to connect with the winze from the old workings above. Upraise is all in ore of good value. When it is completed there will be about 260 feet vertical of stopping ground opened up between the new 200-foot level and the old crosscut tunnel. As the ore outcrops 236 feet above the old tunnel there should be more than 500 feet of backs to yield ore. This does not include all the ore available for the main shaft is in ore all the way down to its depth of 120 feet below the drift at the 200-foot level. The Mother Lode will ship 100 tons of ore this week to the Trail smelter. The spur line is tracked to within three-quarters of a mile to the mine, and cars have been taken up to that point to receive the ore, which will be hauled down in waggons. Two cars will be shipped this week. This is the first shipment from the Deadwood camp over the new spur, and with the exception of several carloads, practically the first from the district.

#### KAMLOOPS MCKINNEY.

The hoist and pump have been installed on the Kamloops. The hoist is a 6x8 one, capable of sinking to a depth of 300 feet. The pump is a No. 6 Cameron. The power is obtained from a 40-horse power boiler. The intention is to put in two machine drills and take the air from the Minnehaha compressor. The shaft is down 80 feet and will be continued to the 100-foot level

where a station will be cut out and sinking and drifting continued concurrently. The shaft is not on the vein, but it is looked for at a depth of from 150 to 200 feet on its dip. This is the Minnehaha vein, and it has been traced right across the Kamloops claim by surface open cuts and two prospecting shafts, one of which is 50 feet in depth. The bottom of the 50-foot shaft has five feet of ore of a good milling value. There is a force of 15 men at the mine.

#### YMIK MINE.

A large piece of work is now being commenced at the Ymik mine, which, when completed, will be the largest piece of engineering work ever executed in this district. A long tunnel is being run from the proximity of the mill to tap the ore body at great depth. The length of the tunnel will be some 3000 feet, and it is to be made large enough to allow of the laying of two car tracks side by side. When the tunnel is completed, it will form the main working entrance to the mine, and all the ore will be brought out through it. The gravity tramway now in use will be thus superseded, and the ore placed in the mill more economically.

#### GOLD MINING AND THE MARKETS.

A well known Colorado mining man says "Though mining to-day is not the speculation it has been in the past, but is a clean, legitimate and desirable business, yet capital is sceptical. Low grade values in great quantities are just as sure of positive returns as any business in which capital can be employed. The history of Cripple Creek is a wonder. Since 1891 the output there has increased from \$200,000 to over \$20,000,000 for 1899."

#### IRON COLT DEVELOPMENT.

On the Iron Colt one machine is working in the upraise from the tunnel. This has been driven for a distance of 40 feet and the ore body is looking well. The other machine is at work on the north ledge and the showing of ore here is of an encouraging character. An office building, blacksmith shop and sheds are being constructed.

#### WORK ON THE WINNIPEG.

The latest news from the Winnipeg is to the effect that the hard casing which is supposed to be next to the vein, has been encountered. Then small stringers of ore were encountered and finally an 18-inch seam was met that carries ore rich in copper. This was assayed and found to run 19 per cent in copper. This is taken to indicate that the big ledge is of equal richness and that it will soon be met. The ledge has been opened on the surface. The explorations are on the 300-foot level. Work has been stopped temporarily on this level in order to allow the employees a holiday vacation.

#### MIKADO CLEAN-UP.

An \$18,000 Brick as a Result of 23 Days' Run.

Mr. N. McMillan, manager of the Mikado mine, arrived in town this morning with a satchel full of gold bricks, the result of 23 days' run of the mill with 17 stamps dropping. The bricks are displayed in the Imperial Bank window and are attracting large crowds.

The bricks, all told, are worth something over \$18,000. This run will prove the high values of the ore as compared with former runs, and the stockholders may now be assured of permanent and big dividends.—Rat Portage Miner.

## CRIPPLE CREEK NEWS.

### ISABELLA.

Cripple Creek, Dec. 27.

While the actual returns of the much talked of Isabella shipment are not yet in, in a circular which was mailed Friday to the stockholders of the company, President Williams places the value of one 27-ton car load of the bonanza mineral at \$216,000, or \$8,000 per ton. There seems to be no doubt that this is the richest car load shipment ever made from any mine in the world.

Considering these facts it is not at all surprising that the shipment has been much talked of. It is a record shipment for the Isabella company; it is a record shipment for the Cripple Creek district; nothing like it has ever been sent out from any mine in the United States, and for richness of ore sent out in bulk—that is in carload lots—it is undoubtedly a record for both the eastern and western hemispheres.

A great many people are glad that the rich shipment has been made. Nearly every one likes to see the accomplishments of the past excelled and would see the record in ore shipments beaten with as much satisfaction as anything else. To those in any way connected with the mining world this matter will take precedence in interest above the beating of all other records. The management of the Isabella company is undoubtedly very well satisfied that the shipment was made and that the returns are in, and there is considerable consolation in the thought that this big amount of money has not been made out of Tom, Dick or Harry, but has been gleaned from an infinitesimal portion of mother earth.

We gathered from a director of the Isabella company that not only is the management very well satisfied with the shipment made, but it is considerably relieved that the rich ore is out of the mine; that it has traveled in safety from Cripple Creek to the smelter at Denver, and that the returns have been computed and settled upon. In handling this rich shipment of ore a very great number of difficulties were met with. The sampling company refused to sample the ore, the railroad companies were afraid to handle it, and it was in the end only possible to get a guarantee of \$500 per ton on the ore from the railroads and samplers. The ore was eventually very much at the company's risk, and with a force of armed guards, and fortunately everything went well. Considering all these things it is hardly surprising to learn that the management of the Isabella Company will, in future, not attempt to ship out any more such rich ore in bulk, but will mix the rich stuff with that of lower grade and in that way materially reduce the average value as well as eliminating a good many of the difficulties and risks which have been encountered.

A very important statement which was made by a director of the company was to the effect that the ore shoot which is yielding such rich ore on the tenth level, and from which some very rich stuff was taken on the ninth level, is well defined and permanent to the surface. He by no means implied, of course, that the high-grade values were permanent to the surface, but only the ore shoot itself. In February last the workings on the ninth, seventh and fifth levels on this vein were examined by your correspondent, and the continuation of this ore shoot toward the surface as shown in these levels was then noticed and commented upon. Further development work since then has gone only to prove the correctness of the conclusions then arrived at.

President Williams' circular letter to the