ROSSLAND WEEKLY MINER.

Two Dollars a Year. ROSSLAND, B. C., THURSDAY, MARCH 3, 1898. Third Year, Number 51

IT IS IN NEW HANDS

The Trail Smelter Now Under Control of the C. P. R.

ALLDRIDGE IS IN CHARGE

Columbia & Western Railway Will Be Taken Over By the Larger Road Within a Couple of Weeks—To Be Widened to a Standard Gauge.

The British Columbia Smelting & Refining company on Monday transferred the smelter at Trail to the C. P. R. company. When the big plant will resume operations cannot be stated. The transfer of the Columbia & Western railroad will follow in a few weeks. F. Aug. Heinze retains his other interests at Trail.

During the past few days rumors of the expected transfer have been rife, and they were twisted into all sorts of shapes. THE MINER, however, is in position to make official announcement that the transfer has been made and dates from today, March 1, and the property has been turned over to W. H. Alldridge, acting for the C.P.R. The British Columbia Smelting & Refining company does not go out of existence. It remains the same, for Mr. Heinze still retains large holdings in the vicinity, including the big sawmill at Trail, his logging camps up the river, mining properties, townsites and one-half the land grant.

Mr. Aldridge, who receives the property for the C. P. R., has been registered at the Hotel Allan for some weeks, and has been one of the most sought after men in Rossland. As to the future operations of the smelter he absolutely refused to say. In fact, he would neither deny nor affirm the report that the transfer had been made, and would in no manner commit himself as to any knowledge of when the big plant would commence operations. As to the question of contracts already made, no more satisfaction could be obtained. That the C. P. R. is in charge of the plant today, however, THE MINER can state positively.

For several weeks operations at the smelter have been devoted almost entirely to cleaning up the furnaces and treating all the ore on hand. No shipments from the mines were received, and all property has been placed in shape for inventory. What the plans of the C. P. R. may be is not known, although it is generally understood that it purposes inaugurating a vigorous competition for the smelting of the ores of this district.

The transfer of the Columbia & Western railway will follow in a few weeks, and it is understood that the company's first action will be to proceed to widen it to a standard guage. This fact is founded on the statement that the rolling stock, which is now narrow guage, will be sent to Alaska for the Stickeen and Teslin road, under construction by Messrs. Mackenzie & Mann.

History of the Enterprise.

The British Columbia Smelting & Refining company was the owner of the smelter at Trail. The president is F. Aug. Heinze, and he is largely interested in smelter properties, owning the control in large reduction works at Butte, Montana. In 1895 Mr. Heinze visited this camp at the solicitation of the owners of mining property here for the purpose of seeing if a smelter could not be advantageously built in this vicinity. Among the inducements that were held out to him to locate here was a contract offered by the Le Roi Mining & Smelting company of 75,000 tons of ore. This contract Mr. Heinze accepted, and soon a smelter site was selected on the bluff overlooking the Columbia, at the mouth of Trail creek. With Mr. Heinze, thoughts are soon put into action, and the work of erecting the smelter was crowded with all possible speed by a small army of men. Work was commenced on the foundation of the smelter on October 10, 1895, and in spite of the difficulty in securing building material and the inclement weather the furnace was blown in in February, 1896. Since then its fires have been in continual operation, smelting the ores of this camp, until quite recently.

It is clained that the first idea of a railway between Rossland and Trail originated in the mind of E. H. Humphries. E. S. Topping owned a ranch at the mouth of Trail creek and he gave Mr. Humphries a half interest in it, on condition that he make a town there. Through the efforts of J. D. Farrell and others, Mr. Heinze was induced to locate the smelter there and of course this made it a place of considerable prominence. But as an inducement for Mr. Heinze to do so he was given a one-third interest in the townsite, also a smelter site and a right of way for the railway. For the tramway privilege, between Rossland and Trail, Mr. Heinze paid $800. In the winter of 1895 Mr. Heinze secured a charter for a railway between Rossland and Trail and with it was given a land subsidy of 10,000 acres per mile and an additional 10,000 acres to be granted when the road is widened to a broad gauge. Work was commenced on the road early in 1896 and on June 4, 1896, it was finished and began hauling ore. The road is 15¼ miles in length. In addition to this branch, the Columbia & Western company, within the past six months has constructed a line between Trail and Robson, a distance of 26 miles.

A NEW COMPANY.

Lardeau-Goldsmith Mines, Limited, Is the Name of the Corporation.

The Lardeau-Goldsmith Mines, limited, is the name adopted for the company now being formed to take over the Ophir and Oregon mineral claims from George Goldsmith, the locator, through S. Thornton Langley, mining broker, who, hearing of their extraordinary richness when on a recent trip to the Arrow lakes, lost no time in seeing Mr. Goldsmith and obtaining the handling of them. They are situated on Pool creek, about 14 miles by wagon road and trail from Thompson's landing, at the head of Upper Arrow lake. Being within easy reach of navigation, and the ore being very high grade, the cost of transportation will be a comparatively small item. The ore is mostly gray copper, carrying gold and silver and some lead.

Mr. Griffith, late of the Trail smelter, visited these properties last October and made a very flattering report in regard to them. He states that the largest lead on the Oregon is to be seen for 1,000 feet, with a width of 50 feet in solid slate and lime formation, well mineralized with seams of solid mineral. He adds: "Taking all things into consideration, I do not hesitate to say that the property is among the best in the country, and if properly managed is destined to become a valuable mine." Mr. Griffith had two average assays made at the Trail smelter. One gave 2.8 ounces gold, 1,008 ounces silver and 18.9 per cent copper. Total, $600. The other gave 1.28 ounces gold, 346 ounces silver and 11.8 per cent copper. Total, $235.

The company is to be capitalized for $200,000 in 2,000,000 shares at 10 cents each, and one-half of these are put in the treasury to provide ample working capital. Already quite a number of the promoting shares have been applied for, and the successful flotation of the company is assured. These latter shares are all subject to a strict pool. It is gratifying to know that these rich properties will be owned by a company controlled by Rossland residents, and that the big mining interests of Kootenay are being more and more centered in Rossland.

THE RATE WAR.

The Americans Lines Evidently Desire to Bring It to an End.

CHICAGO, Ill., March 2.—The western roads have decided that they will accept the suggestion of General Passenger Agents Roberts of the Erie and Danield of the New York Central, in which these two gentlemen, who have conferred with the officers of the C. P. R., say that in their opinion a conference is desirable for the purpose of settling the trouble if possible.

The general passenger agents of the western roads were in session today, and after some discussion announced that they were ready to meet the officials of the C. P. R. at any place and time agreed upon by Messrs. Roberts and Daniels and the officials of the C. P. R. Before this agreement was reached, however, the western roads sent out a notice to the effect that they had decided to meet the rates made by the C. P. R. and asked all interested roads to participate in the reduction made. The roads of the Central Passenger association met today for the purpose of considering the advisability of joining in the proposed fight of the western roads against the C. P. R. Sentiment was divided upon the matter, some of the roads being in favor of ignoring the matter entirely. The action of the western roads in agreeing to attend any conference called for the purpose of settling the trouble and a possible peaceable outcome of the matter had the effect of sweeping the ground from under the feet of the roads which were desirious of fighting, and the association will now wait the turn of events.

A ROAD INTO BOUNDARY.

Construction Will Soon Be Begun by the V., V. & E. People.

VICTORIA, March 1.—[Special.]—The actual work of construction on the Victoria, Vancouver & Eastern railway will commence on April 1, if not earlier. This positive statement was made today by Dr. G. L. Milne, one of the promoters of the railway. He said the date on which work would be commenced had not been definitely decided, but it would be very shortly. The company will commence operations at Penticton and Chilliwack simultaneously, the two points being easy of access for supplies. As Dr. Milne puts it: "We will soon show the people of the Boundary creek country that we intend to immediately give them the railway facilities they have been clamoring for."

The assurances the company has received from both the Dominion and the provincial governments justify them, Dr. Milne says, in immediately commencing the work of construction.

The Delegation Leaves for Victoria.

The delegation appointed by the city council to proceed to Victoria to bring the attention of the government to the needs of the division and of Rossland, left on the noon train via Spokane for Victoria. It consisted of Mayor H. S. Wallace and Alderman Ross Thompson, W. F. Rolt and John McKane. The fifth member of the delegation, Dr. Edward Bowes, was in Spokane and met the party there and proceeded with it to Victoria. The delegates expect that they can finish thier business before the legislature in about a week or ten days at the most. With such an effective committee the district should get all that is needed in the way of concessions from the government and the necessary legislation from the legislature.

An Epidemic Among Horses.

NELSON, Feb. 27.—[Special.]—Another 20-ton shipment of ore from the Athabasca mine on Toad mountain is being hauled down on sleighs.

An epidemic has broken out among the horses at work on the Crow's Nest pass construction. Apparently well horses will suddenly stop, stagger and fall over dead. The disease is supposed to be caused by exposure to bad weather.

Mr. and Mrs. C. W. West have returned from a honeymoon trip to Vancouver and other coast cities. The newly married couple have taken up their residence on Silica street.

J. D. Porter, of Porter Bros., freighters from Armstrong's landing, at the head of the lake, to the different construction camps on the Crow's Nest Pass railway, is in the city.

MINES AND MINING

The Deal For the You Know Has Been Closed.

ASSAYS OF WASCO ORE

It Goes as High as $24 Per Ton—News From the Dundee, Tamarack and Wild Horse Properties in the Vicinity of Ymir—Work on the Big Four.

It was announced in this paper before the departure of Hon. Charles H. Mackintosh, for London, that he had purchased the You Know property for $10,000, for the British American Corporation. The deal was finally closed in Spokane on Saturday. The You Know was the property of the British America Mining company of Butte and the stock was owned principally by Thomas Griffith and Wesley Warren. The You Know is a fractional claim adjoining the Surprise and Monita and No. 1 claim. It is supposed to contain the main vein of the War Eagle and is considered to be a good property. The British America Mining company came out about even on the deal. The original cost of the property and what it has spent upon it amounted to about $10,000.

The Mines of Ymir.

Charles Parker, M. E., is back from a visit to the Ymir camp. He reports that there is a great deal of activity in that vicinity. The Dundee property is looking exceptionally well. The shaft is now down a distance of 260 feet and in its bottom is a 10-foot sump. A No. 7 Northey pump has been installed and it is keeping the workings free from water without any great effort. At the 250-foot level a drift has been started, which is now in a distance of 15 feet. It is the intention to run this drift 100 feet, when stoping will be commenced. A drift is also being run from the 250-foot level, and this is now in a distance of 30 feet in high grade shipping ore. Mr. Parker has finished the estimates for the concentrator, which it is purposed to erect this summer. This will cost $15,000, and work on it will be begun just as soon as the snow goes off the ground.

In the Tamarack property, which is being operated by the Kenneth Mining company, a depth of 100 feet has been reached by the shaft, and the ore body in the shaft is six feet in width. The intention is to sink the shaft to a depth of 150 feet before the first drift will be commenced. The hoisting at this property is being done by means of a Montgomery whim, and it is doing the work in a most effective manner. The ore in the shaft is of two classes—shipping and concentrating. The shipping streak is from 10 to 15 inches in width.

The tunnel in the Wild Horse is in a distance of 155 feet, and a winze is being sunk at the head of the tunnel on some stringers of ore to determine if they come into a larger ore body. This winze will be sunk some 40 or 50 feet deep.

On the Ymir and other properties excellent progress is being made, and the outlook is that the country around Ymir will be the theater of considerable activity during the coming summer.

The Elise.

M. Morris, acting general manager for the Yerlick Gold Mining company, is home from Ymir. Mr. Morris expects to drive the tunnel 170 feet further before tapping the ledge. Already the tunnel is in 130 feet and the showing is good. The ledge is six feet in width with a three-foot pay streak. Owing to the quantity of surface water it was necessary to abandon the shaft.

A Fine Showing.

Some splendid samples of rock have been received from the Wasco group, a mile from Champion station, on the Nelson & Fort Sheppard railroad. It assays $24, of which seven per cent is copper and the balance is gold and silver. The properties consist of the Wasco, Franklin, Minnesota, Eastern Oregon, Hammond, Lytton and Squak. They are being operated by the Wilkson syndicate, whose interests are being looked after by John McKane. Five men are employed and the shaft is down 20 feet. The vein is two feet in width and extends through several of the group.

A Large Mining Deal.

A dispatch from Montreal states that one of the largest mining deals for some time, has just been consummated by O. G. Laberee, of Rossland, in placing 2,000,000 shares of the Big Three Gold Mining company's stock in Montreal, thereby giving the control of the company to the purchasers, which are composed of some of the strongest financial men in Montreal. The Big Three company owns the Southern Belle and Snowshoe on Red Mountain and the Mascot on Columbia and Kootenay mountain. Considerable work has been done on these properties with good results. Now that the company has ample capital the development of these claims will be watched with interest. It is understood that Mr. Laberee remains in the company. Development work will be commenced at once. Walter T. McDonald, with offices in the Imperial block, represents the company in Rossland.

MINING NOTES.

A force of four men has been put to work on the Big Four group in the south belt. This group consists of the Aetna fraction, the Double fraction, Big Bend fraction, and the Big Four fraction. The intention is to strip the ore bodies and to sink a shaft. The assays from the property run from $12 to $60. The property is owned by James Lawler.

P. C. Stoess, of Spokane, Washington, has taken a bond on the Lone Star and Spotted Horse, near Ymir, for $20,000 from H. A. McClure. The property which is said to be a very valuable one is situated two and a half miles south of Ymir, three quarters of a mile west of the Nelson & Fort Sheppard railway on the south slope of Round mountain. The first payment of $2,500 is to be made on or before July 10th, 1898; the second payment of $2,500 on January 10th, 1899, and the final payment of $15,000 on or before July 10th, 1899. It is understood that work on the property will be commenced about April 1st.

The developments on the Silver Queen group in the Cariboo Creek region are simply wonderful. The latest report from that gronp is that the tunnel on one of the claims has been run in a distance of 156 feet, and the width of the ore body that has been encountered is four feet. The latest assay of this ore shows that it runs $180 in gold, 500 ounces in silver and six per cent in copper.

THE MAINE DISASTER.

A Havana Dispatch Declares the Explosion Was From the Exterior.

HAVANA, March 2.—Via Key West.—Without adding unnecessarily to the flood of surmise, conjecture and prophecy concerning the findings of the court of inquiry, it is fair to say that as a matter of fact most of the naval officers here and at Key West incline to the opinion that the court will find that the disaster to the Maine was caused by a floating submarine mine under the port side of the ship, forward of amidships. Opinions differ as to whether this mine was made of high explosives, such as wet and dry guncotton, or ordinary gunpowder. Opinions concur not only as to the existence of mines in the harbor, but also that this one was laid purposely near the buoy, where foreign war vessels were directed to moor and was fired by a flash from an electric battery on shore. It is believed to be barely possible that the explosion of the mine was the result of the carelessness or ignorance of a Spanish officer in charge of the mine station keys when testing the circuit, but the latter supposition is not felt to be probable. It is further regarded as settled by the evidence before the court that the port side of the hull forward was completely blown to pieces and that the only explosive on the Maine, except of isolated cases of fixed ammunition, was that of 2,000 pounds of saluting powder stored forward and of which no trace can be found. These views are gathered from officers who talk with great reserve and onlyupon the assurance that their identity will never be revealed. The fact remains that only the members of the court of inquiry know all the testimony elicited, and no one is authorized to make public the opinion of members in advance of the final judgment.

The wrecking tug I. G. Merritt, of the Merritt & Chapman Wrecking & Dredging company, commanded by Captain D. A. Wolcott, arrived here from New York this morning, and later she moved a barge near the wreck and commenced work. Fred I. Sharp is here in charge of the company. The Merritt is a powerful boat, but another and bigger tug is expected here shortly. The Right Arm will probably remain so long as she can be useful. The wrecking company expects from now on to keep four expert divers at work. Two Spanish divers were at work about the wreck today, and it is understood that they reported to the Spanish board appointed to inquire into the cause of the wreck. Captain Pearl is the president of the Spanish board of inquiry. No bodies have thus far been found today. It is reported that Captain Sigsbee does not expect to find any of the dead in the zone of the explosion, but still believes that bodies will be recovered from portions of the wreck, as the divers remove the debris. The divers who are working steadily forward, are encountering continual difficulties and it is certain that new tugs, additional men and a complete apparatus will hasten the work of salvage. The barge brought with the wrecking tug, I. G. Merritt, is proving of great value in carrying away the debris, and in the course of a few days much of the wreck above water will be removed.

KEY WEST, Fla., March 2.—The court of inquiry convened shortly after 2 o'clock and went out to the barracks, where all the crew of the Maine were mustered. The men were asked if they had any charges or further statements to make. Not a single word came from the ranks, and after a whispered consultation the work of the court of inquiry at Key West came to an end. The members of the court are waiting instructions from Washington as to whether they shall return at once to Havana. Apparently the court has gained little information during the Key West sessions which could help explain the explosion.

Indefinitely Postponed.

The Rossland Liberal association, at its meeting Monday evening, took up the discussion of the resolution by Smith Curtis, condemning the action of the government in awarding the Teslin Lake railway grant. The meeting was well attended and the subject thoroughly discussed, S. Curtis and James Martin were the principal speakers for the resolution, while the action of the government was sustained by Dr. Sinclair, H. McCutcheon, Prof. Blair and A. B. Claybon. After a very thorough debate the condemnatory resolution was given a six months hoist. This was considered to be an endorsement of the action of the government.

They Want Protection.

The mining brokers of the city wish to be protected from what are termed curbstone brokers and others, who occasionally sell stock. They will present a petition to the city council shortly, requesting that a license fee of $25 per year be placed on all who engage in the selling of mining shares. They consider that the imposition of this license will give the business more of a standing than it has at present and will keep those who only go into the business occasionally, out of it, for the reason that they will be unable to act as agents in the sale of shares without first taking out licenses.

REVIEW OF THE WEEK

What Is Being Done in the Various Camps.

PROPERTIES UNDER BOND

Ore to the Value of $100,000 Is in Sight on the Arlington—Stamp Mill and Machinery for Ymir Mines—Heavy Shipments.

From the various mining districts this week comes reports that the development of properties is receiving more attention by far than heretofore. Especially is this the case in the Boundary country, which has lately been enjoying the attention and consideration of capitalists. In the Slocan district work has continued on all the larger properties without interruption, save for dangers arising from a few snowslides. New machinery is being installed in many mines, and a much larger output during the present month will result. New properties are being opened in the Lardeau country also. In the mines around Ymir there is increased activity, and several properties in that vicinity are under bond.

NELSON DIVISION.

A. H. Holdich, analytical chemist of Nelson, says that tungsten, a rare mineral, exists in the neighborhood of that city.

Work on the Elise claim on Wild Horse creek, has been resumed.

Young & Townsend are making good headway with their contract for tunneling on the Golden Dale, on Toad mountain. The full breast of the tunnel is in highly mineralized quartz. Two feet of this is charged freely with copper and galena, and two feet more almost as much. Specimens of silver glance from the property runs over 300 ounces in the white metal. The Golden Dale has a ledge showing a width of from 40 to 60 feet.

Work on the J. R. C., located on Toad mountain, is being energetically pushed. A shaft is being sunk and the ledge is being opened up.

The Porto Rico, near Ymir, is carrying on only development work through the winter, with the intention of putting in power drills and a stamp mill in the spring. The result of a recent shipment of ore was that upwards of 80 per cent of gold could be saved by crushing and the loss would not compensate for the cost of hauling the ore to the railway. The Canadian Pacific Exploration, limited, the owners, intend working several other properties, recently bought, in the spring.

Work on the Delight group on Toad mountain is progressing favorably. A force of men is engaged in development work and is drifting along the ledge with a considerable body of ore in sight. Owing to the difficulty of getting in supplies the force of men will not be increased until spring, but as soon as the snow goes off, the force will be increased, and shipments of ore to the smelter will begin.

A contract for 125 feet of tunneling was let last week on the Athabasca mine to P. Link of Nelson. Another carload shipment of ore is being brought down in sleighs from the mine to the smelter.

SLOCAN DIVISION.

For the shipment of three carloads of ore from the Vancouver group the smelter returns are as follows: One carload, dry weight, 39,175 pounds, yielded silver 160 ounces, lead 57.2 per cent per ton, returning a net value of $99.70 per ton, or $1,952.89 for the carload. The two carloads, dry weight, 78,350 pounds, yielded silver 154.7 ounces and lead 44.5 per cent per ton, returning a net value of $95.45 per ton, or $3,739.25 for the two carloads. The quotation for silver was 55⅞ and for lead 3.55. It is learned that the company now has six more carloads on the road to the smelter.

Four men have been added to the force at the Excelsior, making altogether 15 men at work on that property. They are stoping, sorting ore, searching for new ore bodies and prospecting the group in a thorough manner. They expect shortly to make two carload shipments, one composed of high grade and the other lower grade ore. A recent assay of average rock taken from the upraise showed 277 ounces silver and $39 gold; a second gave 155 ounces silver and $18 gold, and a third went 150 ounces silver and $16 gold. The Excelsior owners are confident of finding more ore bodies, but their main object is to continue at work taking out ore.

A force of men is employed at Anniston crosscutting for the ledge.

There are from 15 to 20 tons of ore on the dump of the Two Friends mine. A shipment will be made in a few days.

A shaft is being sunk on the Rainbow. There is a good showing of ore on this property.

The Payne mine commenced loading ore on the C. P. R. over its new tram last Friday, and henceforth one-half of its output will go over that road, while the balance will be shipped over the Kaslo & Slocan railway.

The Ottawa group, on Springer creek, owned by T. Mulvey and partners, has been bonded to an eastern syndicate for a good figure. A force of men has been employed to develop the group.

Down the incline shaft of the Arlington a drift has been run in a northerly direction to tap the vein. They crosscut the ledge to the footwall, which has been followed 300 feet, the ore averaging from eight to 26 inches in width. The wall is at an angle of about 70 degrees pitch, dipping to the east at a distance of about 275 feet. They then have crosscut the ledge to the hanging wall, which is also well defined with about the same pitch as the footwall. The ledge is 32 feet wide, containing paystreaks at intervals all the way through it. These streaks combined will average 10 feet of solid ore. At the footwall they have an upraise to a second level, where they have drifted both ways on the footwall and there is a fine showing of ore all the way through it. Then they raise from the second level about 65 feet, where they also drift both ways on the footwall, and have ore every place they have worked. It is estimated there is $100,000 worth of ore in sight.

The Canadian Gold Mining company will erect a 10-stamp mill near the Golden Wedge on Lemon creek.

J. Roderick Robertson, general manager for British Columbia of the London & B. C. Goldfields company, speaking of the reported deal on the Enterprise mine, says that so far as he is aware his company has not entered into any negotiations for the purchase of the property, and, therefore, can not guarantee a bona fide sale. If a deal has been made some other company must have purchased the property.

A slide at the Lucky Jim last week demolished the blacksmith shop, as well as carrying away a portion of the compressor plant.

Operations are to be recommenced on the Wakefield group, Four Mile creek.

The force on the Queen Bess is to be increased so soon as the accommodations are enlarged.

Considerable damage has been done to the Noble Five tramway by a slide from the Blue Bird mine.

The big Noble Five snowslide came down last week, but did little damage. Two men at the Last Chance were caught in it and carried 200 yards, but fortunately escaped unharmed.

Forty men were temporarily laid off at the Payne last week owing to the blockade on the Kaslo & Slocan railway.

It is given out that the Omaha & Grant Smelting company are withdrawing from the field of active operations in West Kootenay, hence the closing down of the Lucky Jim mine, in the Slocan, and the Tariff at Ainsworth.

The Spokane-Kaslo Mining company is in trouble and its four claims in Ainsworth district will be sold on March 4 on the suit of H. Griegerich for $491.66.

John Trewicke was caught in a snowslide in the north fork of Carpenter creek last week and perished.

It is denied that the Fidelity, near New Denver, has been sold to J. M. Harris of Sandon.

EAST KOOTENAY.

The Matterhorn group, in East Kootenay, comprising six claims, has been bonded to a London syndicate.

Development work has been suspended on the Sunday claim till the snow flies.

T. A. Knowlton of Foster, Que., and W. R. Lindsay of London, Ont., will arrive in Goldon about the middle of April to push on operations on the mining properties in which they are interested.

The North Star company has some 30 men at work.

The Estella company, on Tracy creek, is working about 10 men.

The McKay group has two shifts employed.

The Corando is working a small force.

The Colossal company has a number of men engaged in running a tunnel.

J. E. Ryan has sold a one-sixth interest in the Kootenay Chief placer mining claim to Colonel Peyton of Spokane. The consideration is $2,000, $500 in cash.

The Bugaboo, near Golden, owned by Dr. Langis of Vancouver, has been bonded to an English syndicate for $63,000. About 120 feet of work was done on it.

William Fernie of the Crow's Nest Pass Coal company, said the other day: We have an inexhausiible supply of coal, and it is of the very best quality. As there is no limit to the supply we are desirous of creating as great a market as possible for our product. We will be able to sell coal so that it will not be practicable to use wood for fuel, even if the wood can be secured for nothing. And what is more, the second year we will be able to reduce the price, as our facilities for getting out the coal will be greatly increased. We have a hard coal that is the best quality of gas coal, and we expect to find a market for it as far south as San Francisco, while we will be able to put a superior quality of coke into Montana for a less price than they are paying now for a quality far inferior to that which we will be able to produce. The company's new town of Coal Creek will be at the junction of the main line and the branch. The coal mines will be only four and a half miles away, and the workmen will live at Coal Creek.

THE BOUNDARY COUNTRY.

A big strike is reported on the Jennie May claim, up the North Fork. It appears that last week a vein of quartz carrying stringers of gold was struck at the bottom of the 60-foot shaft on this property. The Jennie May is one of a group of three claims owned by John Layeux and the Shannon Bros.

The boiler and machinery of the Golden Crown mine, Wellington camp, was all in place the beginning of this week and steam up. The work of placing the machinery has been under the charge of Reid C. Crowell of Bossburg, who had charge putting in the boiler and machinery of the Old Ironsides in Greenwood camp last fall. A force of men will be put to work at once in the shaft and development carried on much more rapidly with machinery than could be done heretofore. On the tunnel about 290 feet has been run, and it is expected the lead will be tapped at 300 feet. Both Mr. Collins, the superintendent, and Mr. Porter, the foreman of the mine, are well satisfied with the results of development already done, and expect to show up one of the best mines in the district before the end of 1898.

A hoist, pump, Rand drills and air compressor have been ordered for the Knob Hill, which will be put in place as soon as they arrive. The compressed air will be taken by pipes from the Ironsides, and both properties worked with power furnished by one boiler. Development work will be pushed on this claim as soon as the machinery is in place.

Work will be commenced on the buildings for the Sunset mine in Deadwood camp as soon as the snow leaves. After the buildings have been erected a force of men will be put at work developing the mine.

A force of men will shortly be put to work on the Last Chance in Smith's camp.