

## THE MINING REVIEW

The Centre Star Sold for \$2,000,000 Cash.

## SHOWING IN THE NO. 1

A Fine Body of Shipping Ore Opened in the New Tunnel—The War Eagle's New Gallows Frame—Some Great Drifts in the Nickel Plate.

The most important news of the week is, of course, the sale of the Centre Star, which is all but an accomplished fact, and will be consummated tomorrow. It is hard to realize the vast importance which the sale means to the camp. Besides the money involved, \$2,000,000, which alone would place it among financial operations of the first magnitude, the other factors in the sale are equally influential. It means that the Rossland mines are absolutely and finally stamped with the approval of the most influential and wealthy capitalists of the Dominion. It means that new forces and new interests have been injected into the financial life of the district; it means that Rossland is on the dawn of the greatest prosperity that has ever been seen in the north-west.

It goes without saying that the new owners of the mine will work it systematically and vigorously, and this in turn means that the pay roll of the camp is to be increased at once by the employment of nearly 300 men, while the output of the mines around here will be practically doubled. Rossland today is the most prosperous town in the Canadian west; with such a vast increase in its pay roll and its ore production, the camp is bound to go forward with leaps and bounds.

In the way of actual mining, the past week has been attended by most gratifying results in the development of the No. 1, that great property lying on the west of the War Eagle and the Josie. Prior to the purchasing of the claim by the B. A. C., only enough work had been done to hold the property. As to development there was absolutely nothing of that kind worthy of the name. The new shaft, which was started, but of course that is dead work, and a tunnel is now in 120 feet. This tunnel, while at its deepest point, only about 75 feet below the surface, has opened a magnificent body of shipping ore, the full width of the workings while the true breadth of the ore body has not yet been determined. No property in the camp at a similar stage of development ever had a finer showing, and it is but reasonable to believe that the No. 1 contains the making of another War Eagle or Le Roi, while even those great properties may be overshadowed when their youthful rival reaches the full dignity of its growth.

Appended are the reviews of the work done in the past week in some of the principal mines. The showing this week is a most encouraging one.

No. 1.—The development in the No. 1 is surprising even the most optimistic friends of that magnificent property. Although the tunnel is in only 120 feet, and in that distance has reached a depth of only about 75 feet, yet it has been following ore all the way, and now the pay chute has widened until it covers the full width of the tunnel face, and nobody knows how much wider it is. The ore, which is of an excellent smelting quality, is averaging between \$20 and \$25 in value, and the Superintendent Long proudly says, "there are no blanks in it; all of it assays." The ore was somewhat broken up to a few days ago, when a cross course was passed, but since then it is as clean and solid as one could ask for. The ore is notable for its high copper values and also carries some silver. The new gallows frame for use in connection with the vertical shaft is in running order, and a drill is now working in the shaft. With power available, the sinking of the shaft will go ahead with all the rapidity that could be desired.

Le Roi.—About 140 men are at work on the development of the property, and an immense amount of dead work is being carried on the development, but, however, is of the most valuable character, and when the present work is completed the property will be in shape to make shipments on a heavier scale than ever. The new self-dumping cars for transporting the ore to the smelter have arrived, and are ready to be put into service whenever required. The saving effected by the use of the new cars will be an important one, as heretofore all the ore had to be unloaded by hand. New iron chutes are being installed at the mine for use in connection with the self-dumping cars. In connection with the other development taking place at the Le Roi, the sinking of the shaft has been started up again at the 700-foot level, and it will be deepened at once to the 800-foot level.

War Eagle.—At the War Eagle all the work now in hand is centering around the construction of the new steel gallows frame. The regular output of importance is being carried out. The steel for the new frame is rapidly arriving, and the construction crew is at work on the preliminaries for the erection of the frame. It is expected that the gallows will be completed shortly after snow flies, and it is hoped that the electrical equipment and the engines will be in place and ready for use soon after the first of the year. The crews which have been engaged in working on the upraise, which is to be transformed into the new shaft, have made connections from the surface clear to the 650-foot level, and the straightening of the shaft and the timbering of it are now all that remain to be done in that portion of the mine.

Deer Park.—The shaft is now down about 200 feet, and the drifts showing continues practically unchanged. Good values are being obtained, and picked samples have yielded assays as high as \$400. The installation of machinery will be carried forward as rapidly as possible, and it is now probable that an electric plant will be secured instead of a steam outfit as was at first considered probable. The West Kootenay Power & Light company is making very liberal overtures for furnishing electricity, and in accordance with its policy would string wires to the property in case the Deer Park decides to utilize electricity. Until power is at hand the development of the property will be concentrated on the sinking of the shaft, which is rapidly nearing the 300-foot level.

GIANT.—The new shaft is now down about 48 feet, and is being very rapidly pushed. The bottom of the workings continues in mineral. In the upper tunnel, where the drift is being pushed to get under the ore churning ahead of it, some little ore is also being met, but not in any considerable quantities, nor is it expected that the chute will be met for several feet yet. Two men are busy taking out ore on the surface of a ledge at the upper end of the claim, and some ore is being shipped from the shaft at the old shaft. The shipments last week amounted to 16 tons, all of which went to Trail.

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VELVET.—The development work now in hand is centering around the sinking of the main shaft, which is now nearing the 175-foot level. The shaft will be sunk downwards regardless of its being in or out of the ledge. The vein has been thrown somewhat by a slide, but it is believed that it will come into the shaft again as depth is reached. The winze being sunk from the 100-foot level to connect with the 160-foot level is making good progress. No effort is being made to extract ore. All the work in hand is for development pure and simple.

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COLUMBIA-KOOTENAY.—The new No. 4 tunnel, which is being driven to cut the ledge diagonally, is making excellent progress. A crosscut from it has shown the ledge to be 27 feet wide, all in excellent low grade ore. The find is of importance no less on account of its intrinsic value than because it definitely settles the trend of the ledge in that portion of the property, and will permit future development being done with increased knowledge of the vein's characteristics.

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COLUMBIA-KOOTENAY.—The new No. 4 tunnel, which is being driven to cut the ledge diagonally, is making excellent progress. A crosscut from it has shown the ledge to be 27 feet wide, all in excellent low grade ore. The find is of importance no less on account of its intrinsic value than because it definitely settles the trend of the ledge in that portion of the property, and will permit future development being done with increased knowledge of the vein's characteristics.

CENTRE STAR.—Owing to the negotiations for the sale of the property, the development of the Centre Star has not been carried along very actively, but yesterday the mine was closed down and work was suspended by the new management. It is announced, however, that the property is to be worked at once with all the vigor possible, and a full force of men will be put to work immediately. The shipments last week amounted to 200 tons.

NICKEL PLATE.—All records for fast mining are being broken by Superintendent Haskins at the Nickel Plate. Mr. Haskins with a single machine working two shifts has driven a drift 40 feet in ten days, equivalent to six feet a day. The record is likely to stand for some time. Drifting at the 200-foot level in the mine is the principal development now under way.

LEITER.—On the Leiter, on Sophie mountain, the manager, Allan White, has a crew at work driving a crosscut tunnel which opens the three parallel ledges on the property. The first of the three leads, will it is expected, be met in about 30 days, as the property is well adapted to tunneling.

JOSE.—Drifting is continuing both east and west at the 300-foot level. The work is of an exploratory character, and is being carried out with a view to ascertaining the trend and character of the ledge at that level.

MASCO.—The lower tunnel is being pushed actively ahead, while a shift is at work sinking on the showing recently met in the tunnel. In the upper shaft the showing continues little changed.

GERTRUDE AND COX.—On the Gertrude a new horse power winch is being put in place to aid in the sinking of the shaft, which is now down about 80 feet. The Coxey tunnel is being continued.

IRON MASK.—The development of the property is continuing along the regular lines. A machine is still at work on the raise, and it is from this point that the ore shipped is being taken.

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