

THE EXCHANGE NEWS.

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MINING NEWS.

NORTH STAR.

Rossland, Feb. 27.

Messrs. Frank Robbins and Neill McL. Curran arrived in the city last evening from the North Star mine, East Kootenay. Mr. Robbins is the general manager of this mine, and Mr. Curran the financial agent. They report that the mine is now shipping from 75 to 100 tons of ore per day to the Trail smelter. The railway from Cranbrook to the end of the North Star tramway is completed. It covers a distance of 21 miles. The tramway from the North Star tunnel mouth to the railway is a mile in length. The vein is a flat one, similar to those found in Leadville, and is one of the largest mines in East Kootenay. The ore carries about 60 per cent. lead and from 40 to 60 per cent. copper.

BIG THREE.

WORK ON THE MASCOT.

Work on the Mascot, which is owned by the Big Three Mining Company, is being pushed energetically. Early in January the work of cutting out a station on the vein on the lower tunnel, at a point 750 feet from its mouth, was commenced. This station has been completed, and a hoisting plant installed. In addition to this a double-compartment winch has been sunk to a depth of 50 feet. It is run on the ledge, which has a showing of three and a half feet of ore. This will be deepened 50 feet more, which will give a total depth of 600 feet from the surface, and then drifting both ways will be commenced upon the ledge. Work has been continued in the main tunnel from the station for a distance of 841 feet in a westerly direction. A crosscut now being run north to cut the parallel ledge, is in 89 feet, and is expected to cut the ledge in 200 feet more.

HALL MINES IN JANUARY.

The following are the results of the company's smelting operations during January, 1900. Copper smelting, 8 days, 11 hours, 1,808 tons of Silver King ore from the company's mine, and 7 tons of purchased ore were smelted containing (approximately): Silver King ore, 30 tons copper, 17,405 ounces silver; purchased ore, etc., 9 tons copper, 5,770 ounces silver, 84 ounces gold. Lead smelting, 29 days, 1 hour: 741 tons of purchased lead ore were smelted, together with 128 tons of Silver King ore from the company's mine, from which were produced 164 tons of bullion, containing (approximately) from Silver King ore, 1,700 ounces silver; from pur-

chased ore, etc., 159 tons lead, 25,820 ounces silver, 416 ounces gold.

THE MAJESTIC COMPANY.

The first annual meeting of the Majestic Gold Mining Company, Ltd., took place yesterday at 1940 Notre Dame street, the attendance being large, and Mr. S. H. O. Miner occupying the chair. The superintendent's report was read and considered very satisfactory, the same being supplemented by a short address from the president. It was reported that shipping from the City of Paris, the adjoining property to the Majestic, had been begun at the rate of 30 tons per day, and that arrangements had been about completed for removing the product of the Majestic. The election of officers was then proceeded with resulting as follows: S. H. O. Miner, president; J. P. Graves, vice-president; Ald. C. F. Smith, H. E. McIntosh, J. Hemenway; A. L. White, secretary, and George W. Wooster, treasurer.

REPUBLIC NEWS.

A SILVER SULPHIDE.

With Free Gold Makes the Rich Lone Pine Ore.

The east drift in the north vein of the Lone Pine continues in surprisingly rich ore. The average clear across the face Monday went \$61.10 and picked ore went \$284.07. The ore shows an abundance of the dark metallic pieces distributed through the quartz just as it is in the grant pay chute of the Republic. Now and then there will be considerable masses of it. Some of it was shown to D. C. Jackling, the famous chemist and metallurgist, in charge of the new Republic mill, and he said it was apparently the same as was found in the high grade ore of the Republic. He also said it is not petzite, silvanite or grey copper, but a silver sulphide carrying free gold a very uncommon combination, and one seldom, if ever seen in any other camp than Republic — Republic Miner.

STANDARD MINING EXCHANGE.

March 7, 1900.

Alice A., 500, 3½.
Monte Christo, 2,500, 4.
Virtue, 500, 91.
War Eagle, 100, \$1.86.
Olive, 500, 50.
Montreal-London, 1,000, 81¼.
Fairview, 1,000, 3¾.
Vict.-Triumph, 500, 2½.
Deer Trail, 500, 7½.
White Bear, 1,000, 2¼.
Dardanelles, 1,000, 4.
Princess Maud, (W.D.), 1,500, 6¼.
Crow's Nest Pass, 10, \$35.50.
Golden Star, 1,500, 20¾.
North Star, 250, 120.

TORONTO MINING EXCHANGE.

Toronto, March 7.

Deer Trail, 6,000, 7¾.
Montreal-London, 500, 31. 1,500, 28.
500, 28¼. 1,000, 28½.
Republic, 100, 96.
Athabasca, 650, 28¼.
Van Ande, 1,000, 4¾.
Olive, 500, 40.
White Bear, 700, 2¼.
B. C. G. Fields, 1,500, 3¼. 3,000, 3¼.
Fairview, 1,000, 4¼.

ROSSLAND MINING EXCHANGE.

March 1900.

Okanogan, 5,500, 8. 4,000, 8¾. 3,000, 3¾.
King, 1,000, 15¼.
Rathmullen, 2,000, 4¼. 1,000, 4¼.
Payne, 1,000, \$1.56. 1,000, \$1.27.
Homestake, 500, 1½. 1,000, 1½.
Grant, 8,000, 4¼. 500, 4¼.

CANADIAN PACIFIC DIFFERENTIALS AGAIN TO THE FRONT.

Executive officers of the several roads interested in transcontinental freight traffic, who have just completed a session at Chicago, Ill., in an endeavor to straighten out the competition war transcontinental carriers have waged so long and bitterly, arrived at an understanding, though on the face of things, the impossibility of future complications is not too reassuring. Freight authorities look for trouble at any time. The trouble has again arisen over the Canadian Pacific Railway's "preferential" on transcontinental traffic. The Canadian Pacific Railway announces without further explanation that "the Canadian Pacific, on condition of American competitive lines desisting from further cutting, will restore former tariff rates."

Through the indulgence of transcontinental lines traversing United States territory the Canadian Pacific Railway was extended a differential rate of 10 per cent. on transcontinental traffic six years ago. This affected business exclusively originating in Canada, and was conceded the Canadian road to induce an alleged discontinuance of Canadian Pacific cutting below a profitable rate basis. The concession was not voluntary, but merely to stop the imputed demoralizing rate cutting of the Canadian Pacific Railway. The injustice of a Canadian Pacific Railway differential on business acquired in United States territory through to San Francisco, Cal., and Pacific points threatened a general freight rate war of astounding proportions two years ago, as was only averted by the agreement of the Canadian Pacific Railway to submit the differential question to a board of arbitrators. The board of arbitration rendered a verdict at Chicago, Ill., depriving the Canadian Pacific Railway of the differentials. The Canadian Pacific Railway, it is claimed, did not abide by the decision, instituting a ten per cent. cut though hauling freight over a much greater distance. The Canadian Pacific was also under a disadvantage in having to pay local rates from the point where traffic originated to the nearest Canadian Pacific Railway connection. Business taken at Chicago, Ill., for San Francisco, Cal., would cost the Canadian Pacific local rates to St. Paul, Minn., supplemented by a long haul to Vancouver, P. C., thence to Californian points.

At the Chicago conference this week, the American lines have made an emphatic declaration against the further sufferance of a Canadian Pacific cut. On the other hand, the Canadian Pacific held out for a retention of their present working scope. Before last week's Chicago conference the plaintiff transcontinental lines threatened to divert their business for trans-Pacific points from the Canadian Pacific Railway's China and Orient service to other steamship freight lines, besides reducing the transcontinental rates, as well to meet the Canadian Pacific cut. A gigantic freight rate war now hangs upon the future policy of the Canadian Pacific, and the American transcontinental lines.

PATENTS AND TRADE MARKS.

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