IT SHOULD BE BUILT

Arguments in Favor of the Crow's Nest Southern Railway.

BOON TO SILVER-LEAD MINING

Mr. J. C. Drewry Gives Reasons why the Charter Should be Granted by the Gov't—It Would Mean a Stimulus to all the Industries of the Kootenays.

Mr. J. C. Drewry, managing director of the Canadian Gold Fields syndicate, left Saturday on a visit to aslo to inspect the True Blue copper property there, which he says is showing up exceedingly well. He will then go to Moyie and spend a few days at the St. Eugene Consolidated. This latter property is now being operated to the full capacity of the concentrator, namely 400 tons per day, and is turning out 100 tons of concentrates every twenty-four hours. These concentrates are being shipped to Antwerp. Mr. Drewry says that the very fact that they are forced to ship their silver-lead concentrates to Europe shows the great need for the Dominion government giving a bounty on pig lead mined and smelted in Canada.

Mr. Drewry was asked how he found political conditions in Victoria, from which he has just returned, and what he thought would be the final upshot in the matter of the applications, for the two competitive railway lines in the interior, which are now before the house.

Mr. Drewry said that he was one of the delegates of the Associated Boards of Trade who waited on the members of the government and urged upon them the necessity of the Crow's Nest Southern railway and a line from the Boundary district through the Similkameen district to the coast. Mr. Drewry pointed out to the government the great advantages the construction of these lines of railway would be, not only to the mining but also to the smelting industry in Canada. The Crow's Nest Pass Coal company have announced their intention, he said, of building several hundred coke ovens at Michel and other points in their coal fields as soon as the charter has been granted for the Crow's Nest Southern railway. This road is projected to the international boundary and will there connect with a branch of the Great Northern at a point near Jennings. The Great Northern branch will be constructed through the Yakh country, where large bodies of dry ore are now being opened up of exactly the character required for the fluxing of the wet silver-lead ores of East Kootenay and the Slocan. The natural thing to do will be to assemble these ores at or near Fernie, where the coal and coke can be had at first cost. In doing this Mr. Hill of the Great Northern, who has become interested in the Crow's Nest Coal company to the extent of 30 per cent. of its shares and who expects to use their coal on the western divisions of the Great Northern railway and its branches will not be forced to haul back empty coal cars to the mines but will undoubtedly haul dry ores from the Yakh country and surrounding districts northward into Canada to be smelted in British Columbia smelters by Canadian workmen.

The wet silver-lead ores now produced in East Kootenay amount to a little over 200 tons per day, the St. Eugene Consolidated producing 100 tons of concentrates per day, the North Star mine at Kimberley 60 tons of ore per day and the Sullivan also at Kimberley, 45 tons per day.

In charging a silver-lead furnace the charge must not contain over 17 per cent. of lead, while it is usually not over 15 per cent. The silver-lead ores of East Kootenay carry from 50 to 70 per cent. of lead. Technically speaking, a dry ore is one carrying not to exceed 10 per cent. of lead. It is necessary in smelting the silver-lead ores of East Kootenay to use an average of four tons of dry ores with each ton of the wet ore in order to bring the lead percentage down to a proper basis. In other words, it will require 800 tons of dry ore per day to mix with the 200 tons of wet ore now produced daily in East Kootenay. This means a smelter with a capacity of at least 1,000 tons per day. At the present time the Yakh district is the only convenient source from which dry ores can be procured for the smelting by the East Kootnay silver-lead ores and consequently the building of the Crow's Nest Southern railway is of prime importance to the silver-lead mine owners of that portion of British Columbia. Undoubtedly the building of a smelter in East Kootenay and the consequent creating of a very great demand for dry ores will stimulate the mining of that particular class of ore all through the Kootenays. This would undoubtedly in the very near future lead to the employment of many hundreds of men. Prominent capitalists have already signified their intention of erecting a silver-lead smelter in East Kootenay as soon as the Crow's Nest Southern road is built.

Mr. Drewry said that looking at the question as a citizen of British Columbia and independent altogether of the silver-lead mining phase of the question, he was strongly in favor of the building of the Crow's Nest Southern railway and the consequent largely increased development of the Crow's Nest coal fields. It would mean increasing the population of that district from 2,500 up to 20,000 or 25,000 inside of three years. It would mean, instead of 400 coal miners, at least 2,000 miners at work, the wages of whom would be spent in British Columbia. It would mean, instead of the government getting an income from the royalty on the coal of from $100 to $150 per day as at present, the increasing of that income to at least $1,000 per day inside of three years. These, of themselves, should form sufficient reasons for the granting of the charter for the construction of the Crow's Nest Southern railway.

When asked as to the effect the building of the Crow's Nest Southern railway would have on the smelters already established in British Columbia as regards coal and coke supply, Mr. Drewry said that during his recent negotiations for the purchase of the Trail smelter for the Gooderham-Blackstock syndicate he had occasion to interview Mr. Elias Rogers, the managing director of the Crow's Nest Coal company, in regard to the question of a coal and coke supply for the smelter. Mr. Drewry said that he received entirely satisfactory assurances from Mr. Rogers that if the Crow's Nest Southern were built they would thus be able to largely increase the development and output of their coal properties and consequently able to produce coke at a lower rate than under present conditions. Mr. Rogers guaranteed to deliver the smelter all the coal and coke it required and agreed to lower the price of coke 25 cents per ton as soon as the new coke ovens were completed at Michel. Mr. Drewry further stated that he was entirely satisfied that the Crow's Nest Coal company would do all in their power to build up the home market and always give it the preference. Both Mr. Rogers and Mr. Robert Jaffray, the vice-president of the coal company, assured Mr. Drewry that such would be the case, and told him that it was always recognized as one of the soundest business principles to create and look after a home market in preference to any other.

While in Victoria Mr. Drewry also formed one of the deputation of mining men who waited on the government in regard to mining matters. Ample proof was furnished the government of the unfairness of the 2 per cent. tax, especially as it prejudicially affected low grade ores. It was pointed out to the government that the present tax of 2 per cent. has to be paid on the net smelter returns. This means that the mine owner is taxed 2 per cent. on the enormous sums he has to pay out for wages and mine supplies and the government were urged to rectify this wrong by allowing a fixed rate of $5 per ton to be added to the freight and treatment charges to cover the cost of mining. This would mean a tax of two per cent. on the profits instead of on the gross receipts as at present.

ACTIVITY IN SUMMIT CAMP.

Surface Work on Emma and Oro Denoro Claims.

Mr. W. T. Smith, the well-known Greenwood mining operator, left here yesterday for Spokane on mining business. He stated that the development of the Emma claim in Summit camp, owned by Messrs. Mann & Mackenzie and himself, is being pushed. Thus far work has been confined to stripping the ledge on the surface, and from one open cut 650 tons of ore have been extracted and sent to the Pyritic smelter at Greenwood. Later on the deepening of the shaft, which is down 110 feet, will be resumed.

Mr. Smith stated that Mr. James Corbett is doing some excellent surface work on the same ledge on the Oro Denoro, the adjoining claim. A few days ago a good grade of magnetite and copper was encountered.

A PARTING TRIBUTE.

St. Andrew's Address and Gift to Rev. Mr. MacKay.

Rev. Hector MacKay, who has filled the pulpit of St. Andrew's church since the departure of Rev. D. McG. Gandier, leaves Rossland bearing with him the warmest friendship and good-will of the entire congregation. To signify the esteem in which he is held and the sense of appreciation entertained of the good work he has done during his stay here, about 25 of the members of the congregation assembled last evening at the residence of Mr. Wm. McQueen and presented Mr. MacKay with an address and an extremely handsome traveling case. The address, which was as follows, was read and the presentation made by Mr. J. D. Maclean:

"Rev. Hector MacKay, Esq., B.A., Rossland, B. C.:

"Reverend and Dear Sir:—We, representing the members and adherents of St. Andrew's Presbyterian church, Rossland, desire hereby to express our regret at your intended departure, and to manifest in some tangible form our esteem and regard for you.

"Since your advent amongst us your thoughtfulness and affability have been matters of general comment, while your pulpit efforts impressed us with those lessons of good citizenship which you at all times were so able to impart.

"Though your stay here has been but of short duration, we feel that we are but voicing the unanimous sentiment of the community when we say that you have won the love of the congregation and the esteem of the citizens generally.

"We trust that in your future sphere of labor your efforts will be appreciated as they were here, and that that success which your industry and talents so richly merit may always be yours.

"And now, as a slight token of our sincere regard and good-will, allow us to present you with this traveling case, and beg of you not to esteem it for its intrinsic value simply, but as a spontaneous expression of our appreciation of your worth.

"And as you 'pack' it along the rugged 'trail' of life, may it bring to your memory the home and city of your admirers and friends."

Mr. MacKay, who was taken by surprise, responded very briefly. He thanked them for the appreciation of his work as shown by this presentation, which he would always preserve, he said. He spoke of the value which his experience here had been to him, and assured them that as long as he preserved the faculty of memory he would remember the friends he had made in Rossland, and the kindness he had received at their hands.

Short addresses were also made, all highly eulogistic of Mr. MacKay, by Rev. Mr. Robinson, the new minister, and Messrs. John Shaw, Wm. Wood, J. Irvine, D. N. McTavish and R. Morrison.

At the conclusion of the speaking refreshments were served by Mrs. McQueen and the gathering closed with the singing of "Auld Lang Syne."

Mr. MacKay leaves the city tomorrow evening. He will occupy next Sunday (Easter) the pulpit of Knox church, Portage la Prairie, after which he will spend a few days in Winnipeg, and thence proceed to his home in Ontario.

Crown Grants Applied For.

Certificates of improvements have been obtained for two of the mineral claims owned by the Rossland-Bonanza Mining company, and crown grants have been applied for.

Cook's Cotton Root Compound
Is successfully used monthly by over 10,000 Ladies. Safe, effectual. Ladies ask your druggist for Cook's Cotton Root Compound. Take no other, as all Mixtures, pills and imitations are dangerous. Price, No. 1, $1 per box; No. 2, 10 degrees stronger, $3 per box. No. 1 and 2 sold and recommended by all responsible Druggists in Canada.
No. 1 and No. 2 is sold in Rossland by Gooderve Bros. and Rossland Drug Co.

LARDEAU IS TO BE LIVELY

MR. WESTFALL TELLS OF SOME OF THE OPERATIONS THERE.

High Grade Properties — Prospects Are Excellent for Two Railways—A Mild Winter an Early Summer.

Mr. J. W. Westfall, manager of the Old Gold, Primrose and Guinea Gold Mining companies, is in the city on a visit from the Lardeau, where the properties of these corporations are located. The Old Gold, he says, has been opened by three tunnels. The upper tunnel is in 80 feet, the intermediate 120 feet, and the lower 200 feet. The intermediate tunnel has tapped the ledge, and it has been drifted on for 38 feet. The clean ore in the ledge is two feet wide and goes over $100 to the ton. Besides this there is five feet of concentrating ore that goes from $30 to $60 to the ton. It is expected that the lower tunnel will tap the ledge before a great while.

On the Primrose between 400 and 500 feet of work has been done, and the lowest workings have attained a depth of 300 feet. The ledge on the properties of the Primrose carries three feet of concentrating silver-lead ore that runs from $100 to $200 to the ton. This ledge has been opened up on the northeast end of the four properties. On the southeast end there is a tunnel being run that is now in for 50 feet and it is anticipated that the ledge may be found there any day. The ledge which is being crosscut for at this point has a showing on the surface nine feet in width.

On the Guinea Gold a crosscut tunnel is being run to the ledge. It has now been driven for a distance of 150 feet. Mr. Westfall thinks that the ledge will be intersected within the next few feet.

Mr. Westfall says the Lardeau-Duncan Gold & Silver Mining company, the Duncan River Co-operative Mining company and several other concerns are making preparations for the resumption of work for the season, and there promises to be more activity in the section of the Lardeau than ever, this season.

The winter in the Lardeau, he says, has been a very mild one. Where there is usually 16 feet of snow, only six feet has fallen. The outlook is, therefore, that there will be an early summer (there is no spring in that section), there being only two seasons, winter and summer.

The people of the Lardeau are jubilant over the prospect of two railways. The C.P.R. is constructing a wharf and ship at Lardeau city, on Kootenay lake. The road is to be built from Lardeau city to Trout Lake, a distance of 35 miles. This road will connect Kootenay lake, Howsen lake and Trout lake, and it is thought it will be a paying one from the start. It is anticipated that as soon as the C.P.R. commences to build the Great Northern will recommence operations on the road which it started to build two years ago into the Lardeau country. The Great Northern has been granted a subsidy by the Dominion parliament. The outlook, therefore, is, says Mr. Westfall, that there will be a great deal of activity in the Lardeau district this season.

PERISHED IN A BLIZZARD.

Mr. E. Croteau Receives News of His Brother's Death.

Mr. Eugene Croteau yesterday received the sad intelligence that his brother, William Croteau, had perished in a blizzard when on the lake near White Horse, together with a man named J. J. Sullivan, an engineer. Particulars are meagre, but so far as he was informed Messrs. Croteau and Sullivan left White Horse a few days since and were overtaken while on the lake by a blizzard, which was so severe that they both succumbed to it. Mr Croteau was well known in Rossland and lived here for about a year and a half, being interested in Ymir properties with Mr Eugene Croteau, his brother. About three years since he left for Dawson, where he acquired, in company with Mr. Tyrell, some mining concessions from the government. Last year he removed from Dawson to White Horse for the purpose of acquiring some of the copper properties in that vicinity. Mr. Eugene Croteau had a letter from the deceased which was written on March 14, which must have been written a day or two before he left White Horse on the journey which ended so disastrously.

DENNIS' SAD FAREWELL.

It Is Evident That He Hates to Leave His Happy Home.

Dennis, the big St. Bernard dog, who has been a privileged character at the Allan house for two years, was taken from his happy home yesterday by Mr. A. H. MacNeill, owner of the animal. Dennis hated to leave the place where he has been so well treated. He sorrowfully held out his paw for Mrs. King to take it when told to do so. He was mournful when he put his paw into the hand of Mr. A. N. Vars, and shook with emotion, and appeared to have tears in his eyes when he saw the last of W. S. Laurie, the night clerk. His leave-taking of "Bert," the bell boy was positively agonizing. As he was led away, a veritable captive in chains, he barked regretfully as he took his last look at the pretty dining room girls who had been so kind to him. Mr. MacNeill took the dog with him to Vancouver.

Custom House Returns.

The following duty was collected at the port of Rossland for the month of March and for the quarter:

Duty collected for the month of March	$10,374.49
Amount in value of Exports for March	397,638.00
Total duty collected for quarter ending March 31	$31,375.84
Total amount in value of exports for quarter	$919,280.00

Inland Revenue for March.

Following are the inland revenue collections for March for Rossland, furnished by Mr. H. P. McCraney, the local collector:

Spirits	$2,108.19
Malt	627.77
Cigars	66.00
Tobacco	15.60
Total	$2,812.56

THE HEWITT IS A BIG PROPERTY.

Large Ore Bodies Are Developed at Depth—The Work Done, Etc.—Large Ore Bodies Exposed.

As but few if any of our readers, not directly interested in or employed at the Hewett mine, have but a faint idea of the amount of work already accomplished, the character of the ore or size of the ore bodies exposed in that property a detailed sketch of the mine will, we believe, be of more than passing interest to them.

The property is situated on the west side of Hewett mountain and extends from the summit down to the Galena Farm Flats. It is distant about four miles from Silverton, a wagon road from town running to the foot of the hill and a trail covering the steep ascent to the mine.

The company operating it, a close corporation, took over the property about two years ago while it was but a mere prospect and has already accomplished some 3,000 feet of underground development work upon it, besides building a wagon road, bunk-house and accommodations for 35 men and ore bins and other necessary buildings.

The situation of the mine is such that it can be operated to a great depth by a system of tunnels, all of which can be driven directly upon the vein and of this fact the company is taking ample advantage. They have already completed three tunnels into the big ore bodies, cutting them below the apex of the ore shute at depths of 240, 350 and 450 feet and when the No. 6 tunnel is completed the big ore shute will be tapped at a depth of 690 feet, while a tunnel if driven from the bottom of the hill, would tap it at least 1,000 feet deeper. Thus it is seen that the mine can be operated for years without any pumping, thus greatly lessening the cost of operating this mine. The ideal situation cannot be better explained than in the words of one of the miners, who said: "If I were making a mine, I could not improve on the Hewett, except move it a little nearer to a saloon."

At the mouth of No. 3 tunnel is situated the company's blacksmith shop and ore-house. In the latter building what little sorting the ore requires is accomplished and at the present time this is piled high with sacked ore, a large pile of which is also stacked up outside and is being added to at the rate of over ten tons per day. This ore is awaiting transportation to the smelter which the present bad state of the roads greatly delays. The ore-bins are kept full of ore which is sacked, sewed and piled up as fast as three men can handle it. It is here that a good opportunity is had of examining the ore as it comes out of the different workings in the mine. The ore is what is known as dry or siliceous and as a rule carries but a small percentage of lead or zinc, but, carries values in silver ranging from 50 to 1,000 ounces to the ton, the average being about 100 ounces. Pieces can be picked up almost anywhere from the pile showing streaks and blotches of grey-copper and ruby-silver.

The ledge is a true fissure veing cutting diagonally across the formation, which consists of a series of slate, prophory and granite dykes. The strike of the vein is east and west with a dip to the north.

The No. 1 tunnel is in some 200 feet and some ore has been taken out and shipped from this point, but, as the ore is neither as regular nor of as high grade as in the lower tunnels, work for the present has been suspended in that portion of the mine.

No. 2 tunnel is in a depth of 520 feet and an upraise has been put up for some distance and two stopes started. The ore shute is here tapped at a depth of 350 feet and a large amount of ore has been taken out and shipped. In the stopes above this tunnel the vein shows to be well defined and regular having about a 20 degree pitch to the north. The ore here stoped is from three to six feet wide and of a good shipping grade. This stoping has been confined to the rich streak lying next to the footwall and as shown by a level and stope driven about 50 feet below it from the upraise between the No. 2 and 3 tunnels, there is a body of ore yet to be taken out here over eight feet wide lying near the hanging wall.

The longest working tunnel at present on the property is the No. 3, which is in a depth of 700 feet, and taps the ore shute at a vertical depth of 450 feet. In this tunnel not only is the ore of higher grade, but the ore bodies tapped are of such magnitude that the visitor can hardly believe his own eyes. At a distance in from the mouth of this tunnel of 545 feet a drift has been run north, into what was supposed to be the hanging wall, which is now in 85 feet and has encountered ore the whole distance. A cross-cut run at the face of this drift back towards the main tunnel shows for 70 feet a mass of high grade shipping ore over 12 feet wide and practically no sorting is required for this ore as it is simply broken down and sacked in the mine ready for shipment. Back in this drift a raise has been put up and stoping is being carried on. In this stope from two to four feet of clean ore is exposed and some of the richest ore ever encountered in the mine is being taken out here.

An upraise has been put through from No. 3 to No. 2, a distance of 100 feet, at a point in No. 3 tunnel 565 feet in from its mouth. About half way up this raise a level and stope is being droven and it is in this stope that the visitor is able to form some idea of the size of the vein and width of the ore body. Here the pay ore is over 16 feet wide and the vein at least 20 feet in width. Owing to the difficulty of getting timbers up to the mine at this time of the year this stope at present is being carried up from eight to twelve feet wide, leaving from four to six feet of rich ore, next to the footwall, to be extracted later on. This stope is all picking ground and the ore is taken down on canvas and sacked in the stope ready for the smelter. Two miners, one on a shift, in this stope mine and sack from 50 to 100 sacks per day. No blasting is necessary, and the principal work consists of sacking ore and putting in timbers.

What is known as No. 6 tunnel has been started on the vein at a point still farther down the hill, and will, when completed to a point below the present workings, be 1,100 feet in length and tap the ore bodies at a depth of 690 feet.

It is the intention of this company, as announced in these columns last week, to at once enlarge the accommodations at the mine for the employees to at least double its present capacity and also to erect a tramway from the mine to the foot of the hill. With these improvements the company expects to be able before the snow comes again to send out at least one car load of ore per day. So far this year there has been shipped 520 tons of ore, and it is only lack of better transportation facilities at present that prevents them from being able to send out from 500 to 600 tons per month to the smelter.

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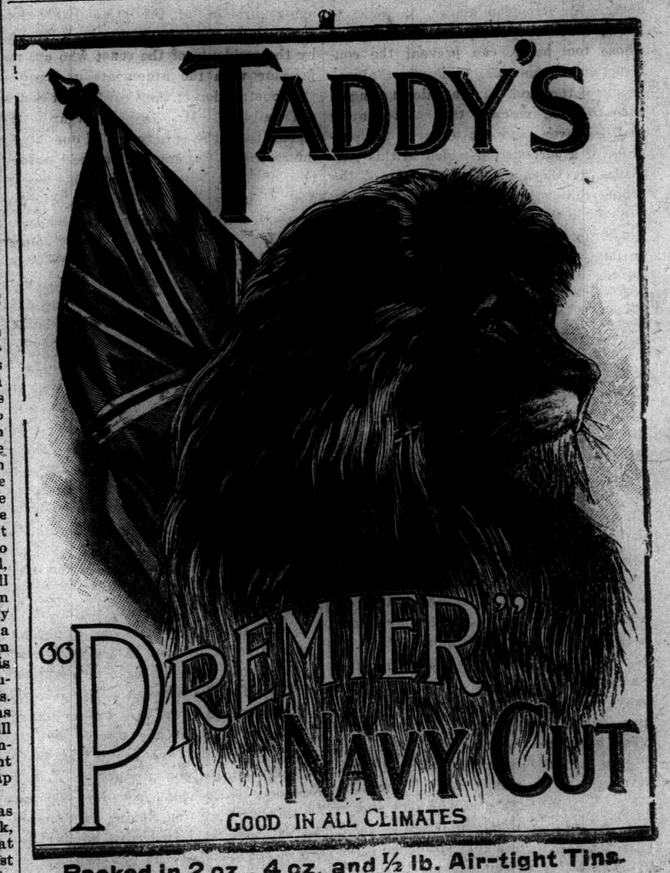
NOTICE TO SHAREHOLDERS
IN
The Winnipeg Mines, Ltd.
NON-PERSONAL LIABILITY

THE FOLLOWING ASSESSMENTS HAVE BEEN LEVIED:
ONE CENT DUE.....JANUARY 15
ONE-HALF CENT DUE.....FEBRUARY 15
ONE-HALF CENT DUE.....MARCH 15
STOCKHOLDERS WHO HAVE NOT PAID ALL THREE ASSESSMENTS ARE HEREBY NOTIFIED THAT THEIR STOCK IS NOW DELINQUENT AND LIABLE TO BE DECLARED FORFEITED TO THE TREASURY IN ACCORDANCE WITH THE ARTICLES OF ASSOCIATION.
RICHARD PLEWMAN, Secretary, Rossland, B. C.



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