

# COAL, COKE AND IRON

## Promising Industrial Field in East Kootenay.

## The Gigantic Coal Measures and their Possibilities.

FERNIE, July 4.—(Special).—Ferne is one of the most active and prosperous towns in the Kootenays. The basis of its prosperity is its coal mines, and its mines producing fuel products have not the same allurements as those which have the precious metals, the result is that the town has not been overboomed like some of the mining camps. The result of this is that there are not two business establishments here where there should be only one, there are only a sufficient number of stores in each line to give the public good service; competition is not too keen and those engaged in mercantile and other enterprises are making a profit. There is not a single vacant building in the town, and those about to embark in business are compelled to wait until suitable structures can be constructed for their accommodation.

Ferne is situated in a valley in the heart of the Rocky Mountains. On every side are towering craggy peaks and the summits of the highest of these are perpetually clad in snow. The scenery around the place is grand and awe-inspiring. As the mountains are larger, their slopes are more rugged and rougher than the heights in the vicinity of Rossland.

The Crown's Nest coal basin, as it is called, has an area of 250,000 acres. Of this 250,000 acres the Dominion government is entitled to 50,000 acres and must make its selection by October 1st next. The Canadian Pacific Railway company was given six sections or about 4,000 acres, while the remainder, nearly 200,000 acres, is the property of the Crown's Nest Coal company. The latter is busily engaged in occupying the points of vantage in the vicinity of Michel, Fernie and Morrisey, and it is alleged by well informed residents here, that when the government agents come to make the selections for the Dominion they will be compelled to take land at points remote from the railway and often difficult, if not almost impossible to reach, except by railways which will cost fabulous sums to build.

A gentleman, who formerly held an important position with the Crown's Nest Coal company, informed your correspondent that he was certain that Mr. James T. Hill, president of the Great Northern railway, and associates have obtained control of 51 per cent of the stock of the Crown's Nest company. It was alleged by this gentleman that before the charter of the Crown's Nest Southern was granted Mr. Hill obtained four-tenths of the stock of the Coal company and within the past few months he had secured enough additional stock to give him and his friends 51 per cent, or control. In proof of this he stated that Mr. Stockett, who for several years has been Mr. Hill's consulting mining engineer, is virtually at the head of the operations of the Coal company. It was under Mr. Stockett's directions that the Sand Coulee and Carbonado mines were developed for the Great Northern Railway company. It is generally understood, he further said, that Mr. W. R. Wilson, the present manager for the Crown's Nest company, is to retire shortly and that Mr. Stockett will then have complete control of the collieries and coke ovens.

In addition to this the gentleman also said that the building of the Crown's Nest Southern was delayed until Mr. Hill had secured the control, and that he virtually refused to commence the construction of the road until he had arranged matters so that he had a controlling interest. Now that this has been done the work of building the Crown's Nest Southern road is to be rapidly proceeded with. The branch will leave the Great Northern main line at or near Jennings' Mont., run north over the Tobacco Plains, intersect the Canadian Pacific railway at Elko and follow the Elk river east to Morrisey, Fernie and Michel. It will cross the Elk river two or three times, but will generally follow the south bank, on the opposite side to where the Canadian Pacific is constructed. It may be possible that the tracks of the C. P. R. will be used for a portion of the distance from Elko to Michel, as the charter to the Crown's Nest has a stipulation that requires it to give running rights to other roads over its tracks for a reasonable consideration. At a point about five miles from Morrisey station a railroad branch is now being constructed by the coal company to some large coal seams which are four miles distant from the station. The coal is being opened here in anticipation of the building of the Crown's Nest Southern.

It is true that Mr. Hill has obtained control of these mines he certainly has a great prize. The Crown's Nest Coal measures are one of the principal assets of Southeastern British Columbia. Your correspondent visited the mines adjacent to Fernie, which are reached by a branch from the Crown's Nest main line about six miles long. The company transports the coal to the main line and to the part of its coke ovens which are located at Fernie over this road. The major portion of the miners live at Fernie and are carried free from their work over this road, free of charge, by the coal company. At the terminus of the road on either side of a steep canyon are located the measures which are being operated. They have been developed

by means of tunnels and crosscuts. Here could be seen in the workings seams of coal which vary in width from 15 to 30 feet. No finer steam making or coking coal can be found anywhere on the western part of the continent. It is particularly effective when made into coke, since it does not crumble under the weight of the ore when placed on top of it in the furnace, as is the case with some other sorts of coke, and as a consequence, the operation of smelting is more easily accomplished when it is used. The upper coal measures dip at an angle of about 30 degrees, and as a result of this comparatively small dip they can be worked from one side of a mountain to the other. The formation looks somewhat like that of a jelly cake. There will be several seams of rock and then a seam of coal, and next a number of seams of rocks of different kinds and another coal seam.

At Michel and Fernie 900 men are employed, 300 at the former place and 600 at the latter. The output of coal at present is 1,500 tons per day, but it is expected that this will be doubled as soon as the Crown's Nest Southern is finished, and it is claimed that it will be ready for the haulage of coal by January 1st next. The Great Northern railway in Eastern Washington and Idaho and other states to the south of the line runs through a country that has little or no coal, and it is anticipated that the demand for the commodity for steam and household purposes will be very large. Besides this, a large quantity of coke in addition to that already sent to the States, will find a market among the Americans. The output will therefore be increased largely when the railway is completed.

The demand for coke is constantly increasing, and in order to supply it the company is adding to its coke ovens. There are 300 ovens in use at Fernie and 250 more are now under construction. At Michel 250 are being added to those already in use. The ovens are built in long double rows, with a railway track on top of them. The coal is taken from the big coal bunkers at Fernie and is dumped out of the cars into the ovens through round holes on top, which are closed when the ovens are charged. On the sides are doors, which are sealed when the charges are lighted. Only a little air is allowed to get in. The coke remains in the ovens about three days, burning all the time. Then the doors on the sides are opened and the coke taken out on platforms by means of iron rakes. It is still burning, but the fire in it is extinguished by means of water. As soon as it is cooled off it is loaded from the platform into cars and sent to Trail, Nelson, Grand Forks, Greenwood, Northport, Great Falls and other points where there are smelters.

No portion of the Kootenays should develop more rapidly than this section. Owing to the rapidly increasing demand for coal and coke and the superior quality of both products turned out by the Crown's Nest Coal company, it is certain that the number of miners and other workers will be largely increased during the next three or four years, and it is sure that within that period there will be between 4,000 and 5,000 miners employed there, and further on the number will be much larger than even this, and so the outlook is that there will be some good-sized towns in that section. Fernie owing to its central location stands a good chance of being the largest of these.

A matter of the utmost moment to East Kootenay, and particularly to its coal mines, is now being determined near Kitchener station, which is 119 miles west of Fernie. Here there is what is supposed to be a vein of hematite iron, which begins at a point about five miles from the station. The vein is about 80 feet in width on the surface and can be traced for about eight miles. A force of 15 men under the superintendence of Mr. Blakemore, engaged in opening this vein for the purpose of determining its character and extent. Two diamond drills are being used and deep borings are being made to find out the character of the ore at depth. If it is found to be as expected, a workable iron vein, it is certain that large steel works will be established, as the Canadian Pacific Railway company is said to be behind the explorations which are in progress. Should a steel industry be established in East Kootenay, and it is probable that it will be, producing so close to each other, it would be a factor of the greatest importance in the development of a section which is known to be very rich in natural resources. There is no reason, either, why an industry of this character could not be made profitable from its inception. There is not a single iron or steel furnace on the west of the Rocky Mountains, on the continent, except a comparatively insignificant one located near Portland, Ore., that turns out a few tons of iron made with charcoal for a fuel, the product of which is used in the manufacturing of water pipe. There is another small furnace near Port Townsend in Washington, but this has not been in operation for several years. If the East Kootenay experiments are successful and result in the establishment of an iron and steel making industry it would have the entire Pacific coast for a market for its products, with a 3,000-mile haul in its favor. With this much of an advantage the industry should flourish and become a great factor in the upbuilding of the country.

It has been often said that Great Britain owes its manufacturing and commercial supremacy largely to the fact that it possesses large and valuable coal measures and from the foregoing it will be clearly seen that the coal measures of East Kootenay are certain to play a most important part in the upbuilding of the province and that some of the benefits are to be felt by the citizens in the immediate future. The measures are almost inexhaustible, and for hundreds of years are certain to be a constant source of profit to the people and the commonwealth.

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# ANOTHER SMALL WEEK

## Lay-Off and Holidays Interfered with the Output.

## Conditions Point to an Increase in the Near Future.

The output of ore from the Rossland mines for the week ending last night touched low water mark for the year. The aggregate tonnage, 3,110, makes a poor showing alongside of the figures for a few weeks ago, when the tonnage touched the 12,000 mark, but consolation may be taken from the statement of the management that next week will see the former conditions restored. It is probable that within a fortnight at the outside Rossland's ore tonnage will once more pass the 10,000 point and from there gradual increases may be confidently looked for.

The reason for the small output is obvious—the closing of the Rossland Great Western properties. The Le Roi was the only one of the group of mines to ship ore, and the quantity forwarded to the Trail and Northport smelters was only a fraction of the normal production. Manager MacDonald informs the Miner, however, that after Monday no further interference with the ordinary production will be experienced from lack of cars, and that the mine will then contribute its normal quota to the tonnage of its recent large dimensions. All this, of course, is conditional on the full force of men remaining at work.

In addition to the Le Roi curtailment, the holidays, Dominion Day and Fourth of July, interfered with the work in other mines, the Centre Star and War Eagle principally, so that their output was smaller than ordinarily.

The Iron Mask would have shipped twice the quantity of ore sent out had cars been available. The mine ships its ore in flat cars built up to retain the rock, this being necessary because the ore is loaded from wagons and the construction of a platform would be necessary if ore cars were utilized. The C. P. R. is arranging a supply of these cars and next week the mine will be able to send out 200 or 250 tons of ore, as intended. Meantime the ore bins at the mine are full to overflowing.

Following is the output for the week ending July 6th and the year to date:

	Week.	Year.
Le Roi	1150	105,448
Le Roi No. 2	20	20,270
Centre Star	1320	53,238
War Eagle	510	19,860
Rossland G. W.	100	5,960
Iron Mask	100	2,333
I. X. L.	30	210
Monte Cristo	20	20
Spitzee	80	80
Velvet	50	563
Giant	52	52
Evening Star	74	74
Portland	24	24
Totals	3110	209,967

Rossland Great Western Properties.—The miners employed in the properties under this caption were given a week's lay-off, commencing on the 28th ult. and embracing two holidays and one Sunday. As most of the miners wished to and probably would have taken the holidays, the actual working days passed over numbered four. One of the reasons for this action on the part of the management was the lack of facilities for handling ore, but the main reason was the fact that it was necessary to put into effect several important changes at the Le Roi surface works. These changes included the putting in of fireproof floors in the timber framing and machine shops, the changing of the miners' dry rooms from the Black Bear tunnel to the new location in the Le Roi head-works, and the location of landing platforms at the mine from the new shaft. During this period it was impossible to carry on mining operations without serious interference to the work in both branches, hence the lay-off. It was found that the work could not be completed at the Le Roi on Friday, as was expected, and the suspension will be kept in force there until Monday morning. The work accomplished while mining operations were suspended will go far toward the completion of the surface plant.

When work is commenced in the Le Roi on Monday the sinking of the combination shaft, which has now reached a depth of 1,120 feet, will be resumed. The last station cut in the shaft was at the 1,050-foot level and it has been completed.

In the Rossland Great Western mines proper development work is again under way. This consists of the usual drifting and crosscutting on the 450, 600 and 800-foot levels.

At the Columbia-Kootenay drifting is under way on the 400 and 600-foot levels of the combination shaft sunk below the No. 6 tunnel.

Iron Mask.—The work at the mine has been confined during the week to drifting and stopping. On the 200 and 500-foot levels the drifts are being extended and ore taken out for shipment. On the 400 and 450-foot levels stopping is under way. Four machines are in use in the mine. As already stated, the management could not secure sufficient cars to handle the ore stopped and the bins at the mine are full to the brims. Cars are being prepared by the C. P. R. for the shipments from the Iron Mask, and this week will see something of a record for the year established in point of output.

I. X. L.—The mine shipped thirty tons of ore on Monday last, this being the largest single shipment ever sent out. Of this amount two tons was the bonanza ore which the company expect will realize anything up to \$8,000. The returns have not been received from the smelter as yet. The balance of the ore in the shipment was \$30 to \$10 rock. During the week stopping has been continued on the No. 2 and No. 4 levels.

Spitzee.—Drifting from the 100-foot level to crosscut the ore body was carried on during the week and good progress made. On Friday the tunnel broke into a fine showing of excellent copper ore. The company does not expect, however, to encounter the main ore shoot until the tunnel is in some 30 feet.

Honestake.—The first car of ore to be shipped from the mine is being loaded and will probably be sent out today. The underground work consists largely of driving on the ledge, and the ore extracted in the course of this work is being hoisted and prepared for shipment.

Big Four.—The usual development work at the Big Four has been prosecuted during the week.

### MISSOURI LEAD COMBINE.

Coeur d'Alene Men Think it a Good Arrangement.

Coeur d'Alene mine owners look with satisfaction on the news that the lead miners of Missouri have combined. They are especially well pleased with the fact that the Guggenheims, who head the smelter trust, are in the new consolidation. It is believed that it will be possible now for the varied interests to get together in reducing the output of lead to meet the small demand.

"The consolidation of Missouri lead producers ought to enable lead men all over the country to get closer together," said A. B. Campbell, of Finch & Campbell, yesterday. "They should be able to agree on some plan for controlling the production so as to meet the consumption. They should be able at the same time to maintain a fair price."

The Missouri lead miners in the past have been a stumbling block in the way of an agreement between Coeur d'Alene mine owners and the smelting trust. The mining owners have asked for a stable price for their product. The smelting trust has demanded that the output of the Coeur d'Alenes be reduced. The Missouri lead producers meantime have refused to make any terms whatever, and have been producing lead to their full capacity. They have marketed it at the price which has been kept up through restricting the output of the Coeur d'Alenes. The Idaho mine owners have naturally objected to holding down their output in order to make a market for a rank outsider.

In view of the Missouri complication the smelting trust has not been disposed to make a guarantee price for the output of the Coeur d'Alenes after the close of the present year, when the four cent pound contracts will expire. Therefore it has been impossible for the smelting company and the mine owners to agree on contracts effective after January 1st next.

There has been a chance for a big war between the Coeur d'Alene mine owners and the lead producers in Missouri. Some of the Idaho men have believed that the Missouri miners have acted unfairly in not cutting down their output. It has been proposed to make war to the knife between lead miners. With the price cut to pieces, it would be a case of the survival of the fittest. The Missouri miners, backed in part by the Standard Oil interests. On the other hand would be the Coeur d'Alene mines, which have made a dozen millionaires, and which are in shape to produce 50 per cent of the argenticiferous lead of the country.

The Missouri mine owners have the better of it in one respect, for they get labor for about \$2 a day, as against \$3.50 in the Coeur d'Alenes. On the other hand the Idaho mine owners have the better of it because their ore carries silver which is about equal to the value of the lead with which it is associated. There is no byproduct of value in Missouri lead. So it would have been a pretty fight between the two sides.

But it looks now as if all danger of a fight is over. The news that the Guggenheims control the new Missouri combine is taken to mean that the combine will act with the smelting trust in curtailing output and in upholding the price of lead. The situation seems much clarified. —Spokesman-Review.

### IN OKANAGAN ALSO.

Coal Deposits That Appear to Be Worth Working.

The Vernon News says: "It has been known for many years that coal deposits are to be found in many parts of this district. Some of these, such as that near Fairview, have been somewhat explored, though no great amount of work has been done. From our advertising columns it will be seen that the matter is being taken up with vigor this season. The coal samples which we have seen from Okanagan lake, near Powers creek, are of the best quality such as will make good steam coal, and would probably be an excellent coking product. The localities, including Messrs. Rand and Corbould of New Westminster, with practical men such as Mr. Devin of Nelson appear to have no doubt that they have struck a good thing. They have placed seams of a good workable width, and the proximity to the lake makes the transportation question one easily solved. We do not like to be too sanguine in discussing this matter, but it certainly seems as if there were good prospects for a very thriving industry to be worked up here in this direction. We are assured that a considerable amount of capital will be expended in the development of these coal areas, and the progress of the work will be watched with much interest here."

Miss R. B. Luke left yesterday for Chicago en route to her home in Bothwell, Ont.

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STOCKHOLDERS WHO HAVE NOT PAID THEIR ASSESSMENTS UP TO NO. 6 ARE HEREBY NOTIFIED THAT SUCH STOCK IS NOW DELINQUENT AND LIABLE TO BE DECLARED FORFEITED TO THE TREASURY IN ACCORDANCE WITH THE ARTICLES OF ASSOCIATION.

Interest at the rate of 10 per cent charged on all arrears.

THE FOLLOWING ADDITIONAL ASSESSMENT HAS BEEN LEVIED NO. 7, ONE-HALF CENT DUE JULY 31

The public is warned against purchasing delinquent stock.

RICHARD PLEWMAN, Secretary, Rossland, B. C.

**Dominion Copper Company's Addition To Phoenix, B. C.**

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We handle desirable Business and Residence Lots in all parts of the City. Conduct a General Brokerage and Insurance Business.

### ST. EUGENE MINE.

Manager Cronin Speaks of the Position of the Property.

James Cronin, manager of the St. Eugene mine at Moyie, made the following statement on Wednesday in Spokane:

"We are now sending our ore to Antwerp and to Hamburg. The freight and treatment rates on it are about \$31 a ton. As the property is shipping 100 tons a day, our bill for freight and treatment alone is \$90,000 a month. The American mine owners are getting their ore handled for a third less money and are getting much higher prices for their lead.

"Despite this handicap the St. Eugene has managed to keep up dividends. We are not inclined to stand this drain indefinitely. We are negotiating with other European smelters to handle our ore, and we hope to make satisfactory arrangements. If we fail the mine will stop shipments. This would not materially reduce our force of 200 men, for we keep most of our miners on development. The property will be opened still further, so as to be in shape for heavy shipments when a more favorable market is secured. The present daily output is 450 tons of ore, making 100 tons of concentrates."

"There has been a story going the rounds of British Columbia papers that the American Smelting & Refining company is dealing with us for the purchase of the mine. You may say for me that there is not the slightest truth to this story. The smelting company has never broached the subject of a sale."

### NO ARLINGTON DIVIDEND.

The Report Grew Out of a Misapprehension of Facts.

A circular sent to shareholders of the Arlington mine says:

"We have noticed an article in several newspapers lately, which state that this company had recently paid a \$20,000 dividend. We would simply say that there is no authority what-so-ever for this report, as we have not paid any dividend yet, and when we do all registered shareholders will be duly and properly notified from this office. The rumor probably arose out of a statement made to the Engineering and Mining Journal of New York, that \$20,000 had been paid upon the first mortgage debentures. You know of course, that George Kydd, manager of the Royal Bank of Canada at Nelson, B.C., is trustee under the mortgage of all the assets of the company, and that it would not be possible to pay any dividends or make any distribution of profits to any one other than debenture shareholders until these mortgage debentures are all paid."

### Myers Creek Assay Office

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Maps of the Myers Creek District for sale, \$1.00.  
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### LABOR CONGRESS.

The Annual Session This Year to be Held in Brantford.

A circular has been sent out from the secretary's office to officers and members of labor organizations relative to the seventeenth annual session of the Trades and Labor Congress of Canada, to be held in Union Hall, Heyd's block, Dalhousie street, city of Brantford, province of Ontario, commencing on Tuesday, September 17th, 1901, at 10 o'clock a. m. All labor organizations in the Dominion are invited to send representatives.

The basis of representation is to be as follows: Trades unions, local assemblies of the Knights of Labor and Federal unions shall be allowed one delegate for each 100 members or under, and one for each additional 100 or majority fraction thereof; trades councils, central labor unions, national trades unions and district assemblies of the Knights of Labor, three delegates each. Two or more trades unions or local assemblies of the Knights of Labor, whose aggregate membership does not exceed 150, may unite to send one delegate. No proxy representative will be allowed, and all delegates must be members of the bodies they represent (except in the case of bodies composed of delegates from local organizations), at least six months prior to and at the time of election, but nothing in this clause shall be construed to prevent unions or assemblies from combining to send one representative who is a member of one of such unions or assemblies; also provided that nothing in this clause shall prevent organizations being represented not six months organized.