

# The Enterprise Gold Mining Company.

Incorporated Under the Laws of the State of Washington.

Capital Stock, 1,000,000 Shares. Par Value \$1.00 Each. Fully Paid and Non-Assessable.

TREASURY STOCK, 200,000 SHARES  
To be sold only for the Development of the Company's Property.

OFFICERS. C. D. Crites, Lima, O., President; D. F. Wetzal, Spokane, Wash., Vice-President; John Finley, Lima, O., Treasurer; O. B. Selfridge, Jr., Lima, O., Secretary; W. A. Ritchie, Spokane, Wash., Manager. No salaried officers.

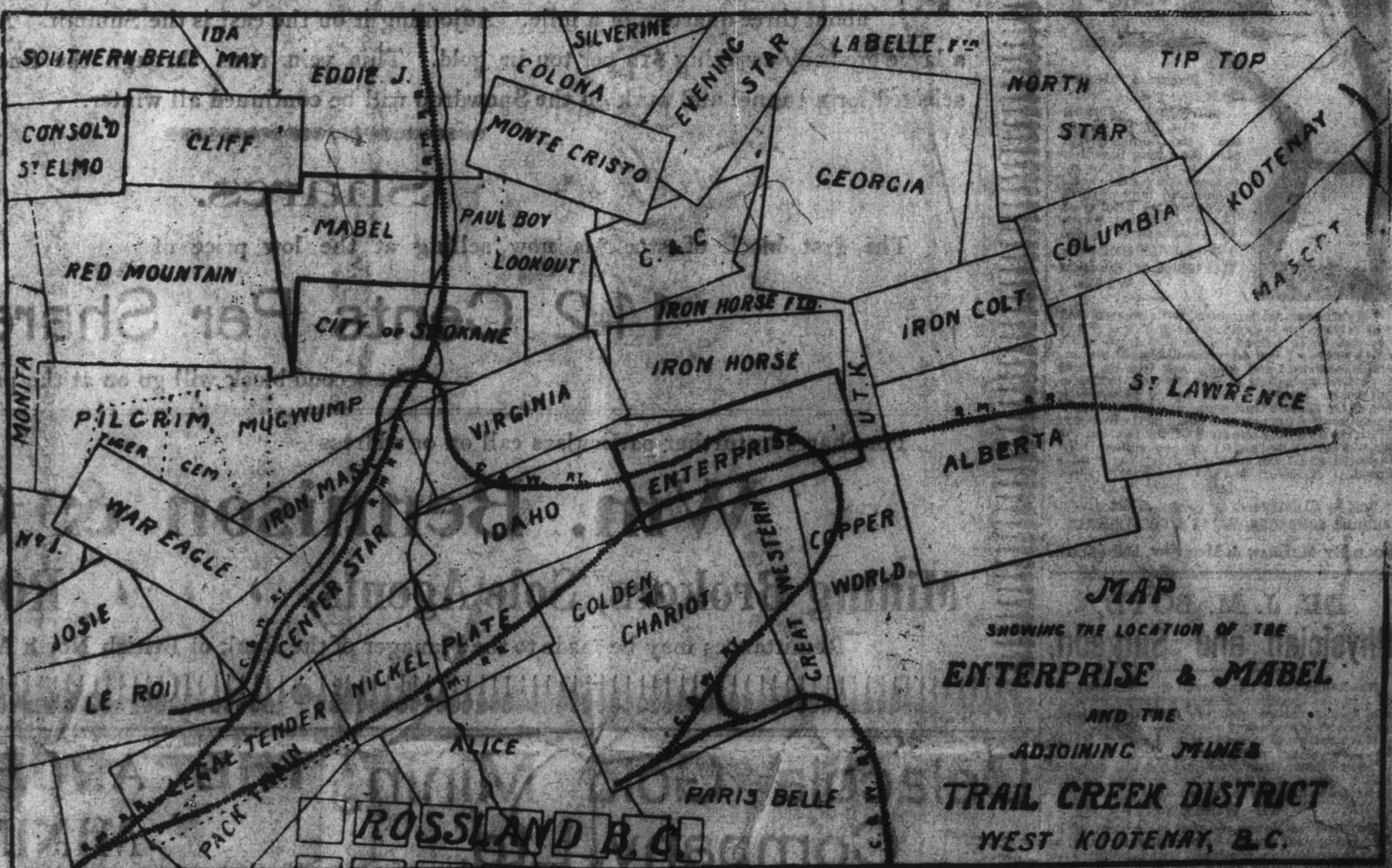
Head Office at Spokane, Wash.

Mine at Rossland, B. C.

**STOCK POOLED.**  
All stock in the Enterprise company is pooled, (except treasury shares) and is to be held by a trustee, until the mine shall be on a dividend paying basis. This is a strong guarantee on the part of its stockholders that the Enterprise will soon develop into a producing and paying mine.

**LOCATION.**  
The Enterprise is one of the most favorably located mineral claims in the Trail Creek district. It lies only one-quarter of a mile north from the business centre of the town of Rossland. It is a crown granted property and is fully paid for. It contains over 20 acres of ground and is directly in the great mineral zone of the Le Roi, War Eagle, Centre Star, Iron Colt, Columbia and Kootenay mines.

**TRANSPORTATION FACILITIES.**  
Transportation facilities for the Enterprise are most convenient. Two railways cross the property, thereby giving this company the benefit of competing lines which insure cheap rates for transporting its ore.



**DEVELOPMENT.**  
The company has placed an order for a compressor plant and intends to push development work to its fullest capacity. It has during the past summer done sufficient surface work to be able to determine the most favorable point for opening up the property.  
Reference to the accompanying map will give a clear idea of the location of this property and the surrounding and adjacent mines.

**TREASURY SHARES.**  
Treasury shares are now for the first time placed on sale to secure the funds necessary for equipping the mine with machinery. 25,000 shares are to be sold at 20 cents per share. The next block offered will be at an advanced price. Those who buy these shares will get all the advantage of the raise and can be assured that no better investment could be made than to hold a block of the stock in the Enterprise Company.

Specimens of ore, prospectus and shares of stock can be obtained at our offices at Spokane, Wash., Rossland, B. C., or 36 King St. E., Toronto, Ont.

## C. F. CLOUGH & CO., Incorporated, Selling Agents.

# Mabel Gold Mining Company.

Capital 1,000,000 Fully Paid and Non-Assessable Shares. Par Value \$1.00 Each.

**OFFICERS.**  
N. E. MATHEWS, President.  
W. A. RITCHIE, Vice-President and Manager.  
AMOS YOUNG, Treasurer.  
C. D. CRITES, Secretary.

**TREASURY STOCK.**  
The Mabel company has 275,000 shares of its capital stock in its treasury for development purposes. All other shares are pooled by an iron clad contract until the mine shall become a dividend payer, which by the way may occur at an early date. The rich strike made in this property early in the present month of \$40 ore is a good indication that in two or three months at the farthest the Mabel company will be shipping ore. This mine being a tunnel proposition, will not have to wait for an equipment of expensive machinery.

**MANAGEMENT.**  
The company has no salaried officers. Its management is in very strong people, and like that of the Enterprise company is controlled by bankers, manufacturers and merchants, several of whom reside in Ohio and are commonly termed the Ohio Syndicate.

**TRANSPORTATION FACILITIES.**  
The Mabel company has done a large amount of development work. Its mine is favorably located for handling its product, the Red Mountain railway line running within a few feet of the east line of the property, while the Columbia & Western passes only 500 feet to the south, making the transportation problem easy of solution.

**LOCATION.**  
Reference to the above map will convince you that the Mabel is desirably located and has good properties all around it.

**SHARES.**  
25,000 shares only of Treasury Stock are now on sale at 15 cents per share. When they are disposed of you cannot buy any more at a similar price.

**Head Office.**  
Spokane, Wash.

**Mine.**  
Rossland, B. C.

Ask to see samples of ore from the Mabel, and for prospectus or shares of stock apply to  
**C. F. CLOUGH & CO., Incorp., Mining Brokers,**  
Offices in Spokane, Wash., Rossland, B. C., and 36 King St. E., Toronto, Ontario.

Two Dollars a Year.

### THE JUMPING JUMBO

It Has Now 12,000 to 15,000 Tons of Shipping Ore in Sight.

### UNPARALLELED ORE BODY

Crosscut Shows 70 Feet of Ore Including Good, Bad and Indifferent. Mine Will Begin Shipping Immediately—Will Soon Pay Dividends.

The Jumbo is a great mine. There is no longer any reasonable room for doubt on this subject. A solid body of pay ore has been developed 10 or 12 feet wide, and at least 125 feet long and 100 feet high. How much longer and how much deeper it is will not be known without further development. Superintendent W. S. Haskins has courteously supplied *The Miner* with full details of the development work so far done on the Jumbo and of the present condition of the mine.

The first work done was the sinking of a shaft on the vein from the top of the hill to the depth of about 80 feet. This was done in the summer and fall of 1897. Good ore was encountered in the shaft, many of the assays showing over \$100 in gold. The first ore encountered was a pure iron sulphide carrying a little value. The surface assays never reached much more than a trace in gold. At a depth of 50 feet the ore became more silicious and the values increased correspondingly. The air became bad down the shaft and it was determined to run in and connect with the shaft.

The Jumbo vein is admirably adapted to tunnelling purposes, being five or a hundred feet high and rather precipitous. The tunnel was run to gain vertical depth 150 feet from the shaft face at the point of junction between the shaft and the tunnel. It was driven into the hill a total distance of 242 feet. When in 142 feet pay ore was found—that is, ore running over \$200 a ton, and the shaft was found to be 12 feet wide. A large body of iron sulphide had already been passed through. The pay ore was of the same silicious character. The tunnel was then started towards the hanging wall and a body of iron ore, 12 feet wide carrying fair value was passed. But the hanging wall never was found. It was ascertained, however, that there were over 70 feet of ore, good, bad and indifferent, on the line of the tunnel. It was the greatest ore body ever found in the camp.

After running the tunnel 242 feet south to connect with the shaft, the drift was run 100 feet to a point where was believed the pay chute found in the shaft would be found on the dip. The pay chute was not found there, but a crosscut was then started west and 90 feet, and 40 feet of this was in solid iron ore carrying but little value. A turn was then made to the south and run out from the main tunnel and crosscut started east, or parallel with the main tunnel, and just 100 feet south of it. Up to last Thursday night a distance of 38 feet had been made in crosscut and the last 12 feet had been in solid ore of high grade. It is exact in line with the pay ore found in the main tunnel and is no doubt part of the same chute. It was found that this chute comes down almost, if not quite vertically from the shaft. An upper shaft in the pay chute, and the crosscut continued till the limit of the chute is reached. How much further south this pay chute continues is not known, but the surface indications show that an ore body runs several hundred feet.

Some time ago No. 2 tunnel was started at the foot of the hill, 500 feet east from the mouth of No. 1 tunnel, crosscut the ledge, which seemed to northeast and southwest diagonally across the hill. This tunnel has been run west 150 feet and about 40 feet it is in ore, but no large body of this was found to be of good grade. The tunnel will be continued to the hanging wall of the great ledge, when drift will begin south towards No. 1 tunnel and the pay chute now blocked on that level. In this way it will be less than a mile north this pay chute extent. When the drift from No. 2 tunnel completed to No. 1 tunnel it will be feet below that level on a vertical line.

It should be mentioned in this connection that the explorations made the Jumbo show conclusively that pay chute in the mine runs north-south and not northeast and south as formerly supposed. This discovery very much strengthens the position of the Gold King, a claim lying south of Jumbo.

Now that at least one body of high grade ore has been blocked out of the Jumbo preparations are being made to begin shipments. Superintendent Haskins has already let a contract for the construction of a wooden chute to run from the main tunnel to the wagon road below, a distance of 100 feet, and for the erection of several bins at that point. The ore will be loaded from these bins into wagons the present and hauled down to the Columbia & Red Mountain railroad. The switch is to be put in at the top of O. K. grade for the accommodation of this business. By and by a spur the railroad will be run around the mine. The total cost of delivering ore from the mine to the railroad by the present plan will not be over 75 cents a ton. Mr. Galusha, manager of the company, says he will ship the carload of ore to be taken over the Columbia & Red Mountain.

The mine will be in position to make a large output from the beginning. Haskins will commence a drift in