

DROPPED DEAD!

Great Strike on the Kootenay—The Evening Star Will Be an Early Shinner.

SHIPS AND SHIPPING

Renewed Interest in the Celtic Queen —An Extensive Electric Power Proposition.

A Magnificent Sailing Ship Now at

(From the Miner.)

The Great Western shaft continues in solid ore. A narrow dyke of diorite has appeared on the north side but these dykes are found wherever ore is found in this camp.

On the April Fool, west of the G. R. Sovereign on Lookout mountain, they have stripped the vein for 85 feet and have sunk a shaft about 20 feet, showing a continuous ore body of an average width of 18 inches. The ore assays up to \$35 in gold.

**the Outer Wharf—Charred
Wreckage.**

First Contingent of Danish Colonists

The shaft on the Palo Alto is down about 20 feet. Both the hanging and potwalls are perfect. The entire space between the walls is filled with ledge material with from six to 15 inches of water running through it. This indicates that the water is well, some of it running as high as \$20 a gallon.

Ernest W. Grant, Governor of London, England, has bonded a big mine known as the Chrome Valley property of 640 acres of placer ground on the Similkameen river in the Okanagan country. The estimated water rights, etc., are worth \$125,000, and the payment will be made in about thirty days.

A great strike has been made in the lower tunnel of the Kootenay. It was

On Thursday about midnight the large four masted British ship Drumcliffe, Captain Davies, was towed through a dense fog to the outer wharf by the American tug Pioneer. She hailed from London, Eng., via Los Angeles. She brings cargo consigned to Robert Ward & Co. (Ltd.), of this city, to Vancouver and to Tacoma. To Los Angeles she brought 2,200 tons of miscellaneous freight, this being by 400 tons the largest portion of her load. Of the remaining

about 50 feet when Manager Martinasing put his pair of drills to work in the face. He had hardly got well started when there appeared patches of ore which indicated that an ore body was near. On Monday evening the ore began to come in strong and by Tuesday morning it was pretty solid all the way across the 8-foot width of the tunnel. Two simple lots of the ore were tested that day, one going \$40 and the other \$60. For some months engineers have been examining the various powers of the British Columbia. Attention was at first directed to Sheep creek, but the available power was on the American side and the product of electricity was

1,800 tons now in her hold there are about 600 tons to be discharged here at Messrs. Cates and McDermott. In the passage to Los Angeles the vessel occupied 138 days, while in the voyage just ended she took only 23 days. Nearly a week of this time was spent off the Cape, where she approached land so close in the thick fog that breakers could be experienced on land. A series of calms was experienced on the voyage and the little wind enough to make the trip to 141 degrees west, and where about 60 miles to the westward of the Cape she passed a large quantity of unburned wreckage but nothing distinguishable as hers or belonging, it is thought, to any late ship.

subject to duty, Sheep creek was abandoned. A careful examination was made of the Pend d'Oreille and the engineers have selected this river for the location of the power station, the actual site selected being near the mouth of the river and about 12 miles from Rossland on a direct line. Here the plan contemplates the construction of a dam. The total flowage of the river is about 200,000 miners' inches and with a 20-foot dam and 10,000 horse power can be developed. It is proposed to install 2,000 horse power of electricity to begin with and this will be of the well known three phase type, the current being carried at

She is a great cargo carrier, having capacity for 4,000 tons dead weight, her registered tonnage being 2,468 and her gross tonnage 2,825. She has a spacious deck supplied with a fine steam winch or the handling of freight, and the men's quarters would create a feeling of civility on the part of any sailor who saw them, while the captain's room is a real little place. The vessel's dimensions are: Length between perpendiculars, 312 feet; depth of hold, 24 feet; and beam, 42 feet. All her hullwork is of oak, which being highly

two volts with stepdown transformers the various mines. The total investment will be in the neighborhood of \$50,000. Under the plan proposed the owners will be taken into Rossland via rail, taking in the various mines en route and supplying light to both cities. The foreman of the Ivanhoe, on Little Deep creek, has reported that the outlet ledge in the tunnel and had gone to six feet without finding the hanging wall. He found two feet of quartz at the foot wall and then four feet of gangue heavily mineralized. He expects to find solid ore in the hanging wall. The quartz carries some gold, but good assays have been had from

finished" is always kept clean and shiny. The vessel is a model looking craft, with her graceful lines and tall, stately masts. The Drum line of ships is operated by Gillison & Chadwick, of New England, and the Drumrock, now due from England, and which Captain Davidson has chartered, will be the distance off Cape Horn, will be the largest vessel to visit this port. Six times since the Drumcliff was launched on the Clyde, nine years ago, she has been to San Francisco, and as since been to Tacoma. Her skipper is remembered by most pioneers of this city, for in 1869 he established a wharf voyage to Esquimaux in the ship *Harvest Home*, which brought a cargo of caribou

the lower tunnel of the Jumbo is now solid ore after having been driven about 70 feet. The ore is very much like that first encountered in the upper tunnel, carrying perhaps a little more copper. It is a clean pyrrhotite and is not high grade ore of the mine. This ore will have to be penetrated 10 or 15 feet before the rich ore is found. The quantity of ore in solid mass in the lower tunnel leaves no doubt as to the enormous extent of the ore body in the mine. Explorations in the upper tunnel go down to the water level about 25 feet wide. On the Red Mountain claim they are mining six days and night this year.

sed in the construction of the Equatorial dry dock. The captain well remembers Victoria, and all day yesterday he was busy renewing old acquaintances who were more than pleased at seeing him. There have, the captain says, been great changes in the city since he was here previously, and the only street now recognizable to him is Wharf.

There was no available passenger or freight room aboard the steamer *Barbara Boecowitz* when she arrived here on Northern British Columbia points at evening. Seven thousand cases of salmon with the usual shipments of furs and miscellaneous freight filled the cargo

ft on the main level, but sank a
n about 100 feet, and are now
feet they have had from one to the
of ore in the shaft. More than a
one of the assays have shown an aggre
value of gold and copper of over \$20
ton, several assays going over \$40
assays recently obtained from a cut on
the same level 200 feet west of the main
ft ran \$100 in gold.

ll that was lacking Wednesday even-
to complete the sale of the Gold Star
the signature of J. D. Farrel. The
they was lying in the Bank of Mon-
and the bond had been signed by
the owners of the property with the

of the vessel to its full limit, while besides an extra large number of cabin passengers there was a big crowd of Indians. Among the cabin passengers were Messrs. Dempster, Williams, D. Williams, John Gandison and Richard Osterhout, Mrs. Jacobson, Captain and Mrs. Oliver, Mrs. Brown and Mr. Pamphlet. Captain Oliver is, it is stated, to succeed Captain Williams in command of the Boscowitz, after proposing to retire. When at Fort Simpson the Caledonia was halted for the ways for the winter season. At Port Bay it was learned that Robert Hunt, well known in the North, had been drowned while out fishing about a

tion above noted. The purchasers of the property are a syndicate of Toronto people organized by P. A. O'Farrell, the price is \$35,000 on a short bond. The Star is considered one of the best pieces of undeveloped mining property in the district.

The Cambridge continues to improve. A sample of about 18 inches of the ore in the bottom of the shaft went \$30 in gold. A. Currie, owner of the Mutsaers' real claim, has arrived in town. Wednesday J. A. Kirk surveyed the claim. The survey of the Mutsaers' claim shows the Green Crown just 41.5 acres. It is a triangular piece of land with a line 300 feet long and measuring 610

tonight ago. His body was found, and instead of a watery grave received ordinary burial. The Boscowitz encountered very thick fog and smoke on her homeward trip. She met the steamer Tees on the Skeena.

This evening the steamer Mischief, Captain Foot, sails on a trip around the coast, carrying a small party of eight men, who propose settling at Cape Mott. These form the first contingent of the new Danish colony to be established there with the aid of the provincial government. They come from northern California, and in several cases are heads of families. The next

to its apex. This ground the Green
will probably be allowed to keep.
The Evening Star has 100 tons of ore
in the dump and will begin to ship im-
mediately. When the president of the
Evening Star company, D. M. Drummel-
of Spokane, was here some time ago
he proposed to meet Mr. Croasdale, man-
ager of the Hall Mines smelter, and make
a contract with him, but Mr. Croasdale
left town just before Mr. Drummel-
arrived. A new ledge was found on
the east side of the Evening Star ground
Monday.

A diamond drill has been put in the
Craig tunnel and borings were begun
regard-

ing to arrive will be taken direct to their new home from California, and arrangements towards this end have been partially completed with Captain Quatsimo. These colonists will number at least 100, and an advance guard are now being sent up to make preparations for the new countrymen. They will take with them only such implements as they require for present need, leaving also on the Mischkei a Mr. Ned Quatsimo, a storekeeper at Quatsimo, who is taking with him considerable supplies for the new prospectors going to the Northern part of the island will complete the summer's passenger list.

solid face of pure iron sulphide, which runs about \$15 in gold. Another will be sent down to cut the ledge and in the shaft just above the Mining Star wagon road. It is proposed to cut this ledge at the depth of 100 feet. Mr. Newnan, superintendent of the Georgia, had a surveyor on the

hwa line of steamships received the following circular letter from Seattle yesterday: "This is to advise that the steamship Yamazuki Maru sailed from Yokohama for Seattle via Honolulu September 10, and is due to arrive here about October 2. As some slight repairs will be necessary at this port, it will probably not sail for Yokohama before October 10. The third ship will be the Kinshni Maru, scheduled to leave Yokohama on the 8th of October, coming via Honolulu. It is expected she will sail from Seattle November 7. Both the above ships have accommodations for ten first-class passengers amidships.

10

sixteen second-class passengers in
poop, while they have ample accom-
modations in the steerage.

sick headache is misery, what are Car
Little Liver Pills if they will positively
it? People who have used them speak
of their worth. They are small and
to take

The Semi-Weekly Colonist leads.