

THE MINING REVIEW

Two Important Strikes Made in This Division Last Week.

TEN FEET OF RICH ORE

This is the Extent of the Find Made on the Velvet on Sophie Mountain—A Very Rich Chute Struck in the Columbia-Kootenay.

There is a great deal of activity in the working mines of the camp, and it is certain that the large amount of development work that is in progress will result in adding shippers to the list before the year is over. An electric plant is being added to the Gertrude of 15-horse power, which will make the development of that property go along faster once its wheels start in motion. The plant at the Velvet is being augmented by a 60-horse power boiler and a large pump. A large 60-horse power boiler is being added to the plant on the Green Mountain.

There have been two important strikes during the week. One of these is the strike on the Velvet. In this property an ore body has been crosstaken on the 160-foot level that is of a shipping grade all the way across this distance. This ore chute is known to be 170 feet in length, 160 feet in depth and from four to 10 feet in width. The management is now assured that the Velvet is a mine. This, with the excellent showing on the Victory-Triumph, means a great deal for the Sophie mountain section. It means that before long there will be enough ore produced in that section to justify a spur from the Red Mountain railway to the properties on Sophie mountain. There are a number of likely properties there besides those named. With a little more development this section will soon become the most promising suburb of Rossland. The other important strike was in the Kootenay-Columbia. In the 350-foot level a body of very rich ore has been met that is of high grade; in fact the average of six assays made shows that the ore runs \$125 to the ton. The management is somewhat reticent as to the details of the strike as the desire is to determine its extent before saying much concerning it. It is difficult to keep such news secret, however, and those who have seen the ore body say that the showing is an excellent one.

The Ore Shipments.
The ore shipment for the week ending February 25, has reached the lowest mark for a number of months. The Le Roi has not shipped a pound and the War Eagle only 54 tons, in both cases owing to the machinery not being in order. The shipments are as follows:

War Eagle	54
Le Roi	0
Total	54

VELVET.—The recent strike on the Velvet promises to place that property in the list of the best, as the ore is of high grade. D. B. Bogle inspected the workings yesterday and says that 10 feet of shipping ore has been crosstaken on the 160-foot level. The ore body was first struck by crosstaking east from the shaft. At the place where the vein was first encountered, the drift was about five feet wide. Then drifting was begun and the footwall was crossed and the ore body lost. This drift was run for a distance of 170 feet, and recently another crosstake at the end of this drift was commenced, and only a few feet had been driven when the ore body was again encountered. The vein was found to be 10 feet wide. This is at a point 170 feet from where the ore was first struck. The ore body is, therefore, 170 feet in length, 160 feet in depth and from four to 10 feet in width. The ore is of a shipping grade and averages \$25 per ton without sorting and \$35 per ton with sorting. This is a good average when the width of the body is considered. From the 160-foot level a shaft is down to a depth of 80 feet. This gives a total depth of 240 feet. There is some pretty good ore in the bottom of this shaft. The new 60-horse power boiler and pump will soon be installed. They are being hauled to the property. There is a 30-horse power boiler already on the property, and with this addition of 60-horse power will be ample for current requirements. It will now be only a few days before the boiler and the pump will be installed.

IRON COX.—Work is now in full swing on the Iron Cox. The drift on the long tunnel is being extended. The drift, which was in a distance of 150 feet when work was recently resumed, has been driven about 12 feet further. The force is to be increased as the exigencies and progress of the work demand. The management is determined to leave no stone unturned that will assist in making a mine out of the Iron Cox. There are large bodies of low grade ore in the property now that are available. Some of this ore will be sent to the smelter. This is because recent tests have convinced the management that it can be made to yield a small profit above the expense of mining and freight and treatment charges. The profit on this ore the management intends to use in the development work. It is thought to be certain that there are pay chutes of ore in the property. This is thought to be true because of the excellent finds that have recently been made in the Columbia-Kootenay, the adjoining properties.

WAR EAGLE.—During the past week the War Eagle has been almost shut down, as the compressor is not yet ready for work. The shipments amounted to only 54 tons. The expectations are that shipments can be commenced again early this week. The cause of the trouble was that the exciter sent with the compressor machinery was not powerful enough and a new exciter had to be ordered from the east. This, however, will be in place in a few days, when the compressor will be started up. Another cause of trouble was the burning out of a transformer. During the coming week, however, shipments will be resumed. The tramway being built by the Canadian Pacific from the hoist is rapidly approaching completion. The iron is on the ground and the ore bins are nearly finished. It is only a question of three or four weeks before the tramway will be in use and then the shipments will mount up higher than ever.

MASCOT.—Work continues in the No. 2 tunnel, and the crosstake from this tunnel has been driven 35 feet and it is expected that the ledge will be encountered within the next 50 feet. In the face of

No. 2 tunnel there is a showing of mineralized quartz. The crosstake has just passed through a fault, and it is now being driven through better looking rock that carries considerable mineral. A station is being cut out over the winze in tunnel No. 2. This winze has now reached a depth of 60 feet. A Ledger-wood double cylinder, 8½x8-foot hoist, is to be installed in this station early during the present week. It will be operated with compressed air. No. 3 tunnel is being rapidly driven. It is in 225 feet and stringers of ore have been encountered. The ledge that this tunnel is being driven to tap is still 300 feet distant from the face of the tunnel.

COLUMBIA-KOOTENAY.—A strike occurred on this property on Friday in the winze sunk from the 350-foot level at a depth of 35 feet. A large ore body has been found, filling the foot of the winze, and its further extent is not yet fully ascertained. Several assays have been taken of the ore and the average runs very high indeed, about \$125 in gold value. The British America corporation, who own and who is extensively developing the property, is to be again congratulated upon its continued success. Hardly a week passes without recording a find of more or less importance upon some of its many holdings in the camp. The management is inclined to be reticent as to the strike, as it is thought that its extent should be determined before much was said concerning it.

EVENING STAR.—Crosstaking the ledge has been in progress in the lower tunnel the past week. There are no unusual developments and the work continues in ore. The British America corporation, who own and who is extensively developing the property, is to be again congratulated upon its continued success. Hardly a week passes without recording a find of more or less importance upon some of its many holdings in the camp. The management is inclined to be reticent as to the strike, as it is thought that its extent should be determined before much was said concerning it.

GERTRUDE.—The gallows frame for the new electrical plant is in position, the foundation is being made and the buildings are being rapidly pushed to completion. It is expected that the new machinery will be in active operation within a fortnight. The new motor will be a 15-horse power one and will be used to operate the hoist, which will be capable of sinking a depth of 500 feet. In the workings a vein of ore has been encountered at a depth of 165 feet. The water came in so fast that it could not be kept clear with the horse which was in use. It was, therefore, decided to put in the electric plant, by which it is expected that the workings can be kept clear of water.

VICTORY-TRIUMPH.—D. B. Bogle, manager of the Victory-Triumph, returned yesterday from a visit to Sophie mountain. The Victory-Triumph, he is now satisfied, will make a mine. When the strike was made two weeks since there was encountered two feet of shipping ore. Then four feet of ledge matter was cut through and yesterday when the last shot was put in it was found that another ore body had been opened for 18 inches. Just how wide this body is will not be ascertained until the crosstake has been driven further. This strike is in the west crosstake on the 100-foot level.

GREEN MOUNTAIN.—At the Green Mountain the management is still adding machinery to its already well equipped plant. Last week a compressor plant was ordered and this week a 60-horse power boiler is being put in. The shaft, which is following one of the most perfect walls yet found in the camp, is down 125 feet. It is the intention to push the shaft as rapidly as possible to the 500-foot level. Lately some ore showing native copper has been found. The Green Mountain is the closest mining company ever formed in Rossland. The stock is all held by Rossland parties and none of it has ever been offered on the market.

LE ROI.—The management of the Le Roi mine hopes to be able to start up again early in the week. The new rollers for the hoist are about ready to be put in place, and they hope to have the mine in full blast in the beginning of the week. They will certainly do so if the new rollers prove a success. When started up again shipping will begin on a larger scale than ever. In the meantime considerable development has been going on, and while no new ore bodies have been actually uncovered, strikes are looked for every day. Even while the mine has not been shipping 135 men have been at all times on the payroll.

IRON MASK.—The Iron Mask compressor has been started up, and is working very satisfactorily. A find has been made in the east cut of the east drift from No. 2 drift, and there has been uncovered five or six feet of ore. On Wednesday, the 22d, a start was made to sink the No. 2 winze. Another 50 feet and a new crosstake from the main tunnel level has been started for prospecting purposes. In the crosstake the management expect to cross at least two veins of very good ore before reaching the north side. Shipments have not been very large, but will be increased soon.

SOUTHERN BELLE AND SNOWHOB.—These are the properties of the Big Three company and are located on Red Mountain. Work is in progress in the property in two places. A tunnel is being driven and is in 350 feet. In the face of the tunnel there is a foot and a half of copper-gold ore, which returns fair values. A winze is being sunk in the tunnel at a point 255 feet in. The winze has now reached a depth of 70 feet, and there is three feet of ledge matter in the bottom. In this there is a foot of clean ore.

COX.—Work is being pushed vigorously along. The main tunnel is now in over 600 feet and the drift 70 feet. In the upper tunnel the ore body has been opened with a drift and a winze is being sunk for the purpose of ascertaining the direction in which the ore body is dipping. The winze has now reached a depth of 40 feet. The ore in the winze is of a shipping grade.

HOMESTAKE.—The timbering of the shaft to the 200-foot level has been completed. Preparations are now under way to crosstake to the north from the 200-foot level. It is thought that this drift will only have to be driven a short distance before the ore body will be encountered. Then drifting will be commenced to the west under the hill.

SILVER BELL.—The crosstake on the 125-foot level in the Silver Bell has been driven 37 feet from the shaft. The last round of shots yesterday broke into a body of mineralized quartz and diorite of

very good appearance. The ore body is expected to be cut within a few days, as rapid progress is being made with the work of crosstaking.

SUNSET No. 2.—During the past week work has been going steadily ahead in the crosstake. Considerable mineral is being met with. The big dyke encountered some weeks ago has evidently misplaced the ledge; but from present indications, it will be met with at no great distance ahead. Two 10-hour shifts are making four feet per day.

COMMANDER.—Drifting is in progress on the 340-foot level. The drift is now in a distance of 90 feet. There are three feet of ore in the drift. Recent assays reveal that this ore averages \$20 to the ton. The ore taken out in the course of the work is being saved for shipment. The management is pleased with the outlook.

LILY MAY.—The broken cylinder head of the compressor has been repaired and the plant is once more in operation. Drifting on the 240-foot level to the west and the east is in progress. The east drift is in 15 feet and the west drift is in 10 feet. Ore is being encountered in small quantities in both drifts.

VIRGINIA.—Crosstaking on the 300- and 500-foot levels is still in progress. On the 200-foot level the crosstake has been run a distance of about 370 feet, and in the 500-foot level the crosstake is now in some 80 feet. It ought not to be a great while before the ore bodies will be encountered.

IRON HORSE.—The double compartment shaft has now reached a depth of 240 feet, and work is being pushed with great vigor. Two machines are at work and it will not be long before the 300-foot level will be reached, when drifting for the ledge will be commenced.

DEER PARK.—Development work is being carried on along the same lines as last week. The raise at the 150-foot level will have to be driven about 20 feet further before it will reach the 100-foot level. Timbering at the bottom of the shaft is still in progress. There are 27 men at work.

GIANT.—The crosstake from the 112-foot level struck the ledge early in the week about 25 feet in. Work has been discontinued for the present, pending new arrangements for the working now being made by Mr. Coplen, president of the company.

GREAT WESTERN.—In the Great Western the shaft is down 290 feet, and is being driven to the 300-foot level, which will soon be reached. Sinking will then be continued to the 400-foot level, where the next exploratory work will be undertaken.

JUMBO.—Two shifts working on tunnel No. 3 are making about 12 feet per week. The tunnel is now in 160 feet and the superintendent expects to strike the ledge in the next 40 feet. On the first of the month an eight-hour shift will be put on.

No. 1.—In the No. 1 drifting is in progress in ore at the 200-foot level. The preparations for sinking are about complete, and in tunnel No. 1 an upraise in the ore is being made.

JOSIE AND ANNIE.—There is nothing new to report about the Josie and Annie. Work is going on in the 300-foot level and everything looks favorable.

CENTRE STAR.—The main shaft in the Centre Star is now down 265 feet and is being continued as rapidly as possible.

NOVELTY.—Work is being continued steadily on the tunnel, there are no new developments this week.

NICKEL PLATE.—Work is now going on in the 200-foot level, but there is nothing new to report.

BUILDING OPERATIONS.

The Machine Shop.—Nearly Up—Progress on the Wallace Store.

The buildings now being erected by H. J. Raymer for Ablett & Ouliffe are approaching completion, and before long their new foundry will be in a position to start up. The main foundry building—which will be finished during the coming week—is a two-story frame structure 30x20 feet, and will be encased in galvanized iron. The west 20 feet will be used for a blacksmith's shop and the other 40 feet for the machine shop. About 100 feet north is a completed building, 20x30 feet, also encased in galvanized iron, which will be used as a warehouse and store room. A little to the east of that is where a small dwelling now stands another building is to be erected, 22x45 feet, which will be used for an office and residence. If the weather keeps moderate the buildings will all be complete and the machinery installed in the early part of next month.

The new Wallace building, which is being erected on Columbia avenue, is progressing very rapidly, and the second story is now going up. As fast as the siding is put on the painters go right to work putting the siding on. The building will be completed very shortly.

THE PROVINCIAL GAZETTE.

Notices in the Last Number Referring to the Kootenays.

The West Kootenay Brick & Lime company, limited, has been incorporated, with head offices at Nelson, and with a capitalization of \$50,000.

The annual meeting of the shareholders of the Upper Columbia Navigation & Tramway company, limited, will be held at the company's office, Golden, on March 6th, at 2 p. m., for the election of directors and general business.

A special general meeting of the shareholders of the Kaslo & Slocan Railway company, limited, will be held at the company's office, Kaslo, on March 3, at noon, for the purpose of authorizing directors to issue bonds to the amount, including bonds issued, of \$30,000 per mile of railway.

A Woman's Opinion

After An Experience of Twenty Years.

Mrs. McGregor Says: "Diamond Dyes Are Reliable and Never-failing."

I have used the Diamond Dyes for over 20 years and have never yet failed to get good results when I followed the directions. I would not use other makes of dyes even if they were given me free of cost. Diamond Dyes are reliable and never-failing.

MRS. D. N. MCGREGOR, Amberly, Ont.



THE ROSSLAND MINER'S

MAP

...OF THE...

Rossland Camp

Every building, street and alley in the city of Rossland are plainly outlined.

The mines and mining claims of the Rossland camp, and their building, such as shaft houses, compressor plants ore houses, boarding houses, etc., are all on the map.

All physical features of the surrounding country, such as mountains, hills, valleys, plateaux are shown just as they are. The winding of railways, wagon roads and trails are correctly represented.

Accurate

The map is almost a photographic picture of the Rossland camp, with the exception that it is produced in colors and shows the country as it is in the early summer.

No expense has been spared to make this map a really first-class production of artists, engineers and engravers. Two skilled, active and experienced men have been constantly employed on the work for three months.

THE ROSSLAND MINER'S map has arrived, and is now on sale. It is the most complete and elaborate map of Rossland and the surrounding country that has been published.

It is finely lithographed in several colors on the finest and most durable paper, and the first edition will consist of 7,000 copies.

Complete

Price \$1.00.

Send orders to.....

The Rossland Miner Printing and Publishing Co.,
Rossland, B. C.



Burlington Route

For those who want the best=

The Burlington's St. Paul-Chicago Limited.

Most costly, most beautiful, most luxurious train ever placed in service on any railroad west of Chicago.

Pronounced by Mr. Pullman the "finest train that ever stood on wheels."

Lighted by electricity. Heated by steam. Compartment and standard sleepers, buffet-smoking-library car, chair cars, a la carte diner.

No Extra Fares.

Leave St. Paul Union Depot at 8:05 p. m. daily—after arrival of trains from Montana and the Pacific Coast.

Tickets at offices of connecting lines.

CANADIAN PACIFIC RY. AND SOO LINE

TO THOSE WHO WANT THE BEST WHEN GOING EAST TO ANY POINT IN THE UNITED STATES OR CANADA

THE ONLY TRANSCONTINENTAL LINE OPERATING THROUGH FIRST-CLASS AND TOURIST SLEEPERS

DAILY TRAIN.

6:30 p. m. Leave—Rossland—Arrive 11:05 p. m. Makes connections West Robson for and from the north and main line, and to and from Nelson, Kaslo, Sandown and other Slocan points. Through tickets issued and baggage checked to destination.

NO CUSTOMS DIFFICULTIES

For rates, tickets and full information call on or address nearest local agent or

A. B. MACKENZIE, City Ticket Agent, Rossland

P. G. DENISON, Agent, W. F. ANDERSON, T. P. A., Nelson.

E. J. COYLE, D. P. A., Vancouver.

Canadian Pacific Nav. Co. (LIMITED.)

Time Table No. 32, taking effect Jan. 1st, 1899

VANCOUVER ROUTE.

Victoria to Vancouver—Daily, except Monday at 1 o'clock.

conver to Victoria—Daily, except Monday at 1:15 o'clock, or on arrival of C. P. R. No. 1 train.

NEW WESTMINSTER ROUTE.

Leave Victoria for New Westminster, Ladner's Landing and Lulu Island—Sunday at 23 o'clock; Wednesday and Friday at 7 o'clock.

Sunday's steamer to New Westminster connects with C. P. R. train No. 2 going east Monday.

For Pumper Pass—Wednesdays and Fridays at 7 o'clock.

For Moreby and Pender Islands—Friday at 7 o'clock.

Leave New Westminster to Victoria Monday at 1:15 o'clock; Thursdays and Saturdays at 7 o'clock.

For Pumper Pass—Thursdays and Saturdays at 7 o'clock.

For Pender and Moreby Islands—Thursday at 7 o'clock.

NORTHERN ROUTE.

Steamships of this Company will leave for Port Simpson and intermediate ports via Vancouver, the 1st and 15th of each month at 5 o'clock.

And for Skidegate on 1st of each month.

BARCLAY SOUND ROUTE.

Steamer Teas leaves Victoria for Alberni and Sound ports the 15th and 30th of each month.

KLODKIKE ROUTE.

Steamers leave weekly for Wasegat, Juneau, Dyes and Skagway.

The Company reserves the right of changing this time table at any time without notification.

JOHN IRVING, manager.

G. A. CARLETON, General Agent, Victoria.

East GREAT NORTHERN RAILWAY West

The Surveyors Chain Made It THE SHORTEST Transcontinental Route.

It is the most modern in equipment. It is the only line running luxurious club room cars. It is the only line serving meals on the a la carte plan.

Through the GRANDEST SCENERY in America by Daylight.

Attractive tours during the season of navigation on Great Lakes via Duluth in connection with the magnificent passenger steamers Northwest and Algonquin.

For maps, tickets and complete information call on or address S. P. & N. Ry. agents, or

H. A. JACKSON, General Agent, Spokane, Wash.

F. I. WHITNEY, G. P. & T. A., St. Paul, Minn.

ATLANTIC S. S. LINES.

FROM ST. JOHN.

Domion Line.....Laurentian.....March 19

Allian Line.....Scotsman.....March 5

FROM PORTLAND.

Allian Line.....Castilian.....March 4

FROM NEW YORK.

White Star Line.....Majestic.....March 8

Cunard Line.....Umbria.....March 4

American Line.....Paris.....March 8

Anchor Line.....Ethiopia.....March 11

FROM BOSTON.

Domion Line.....New England.....March 1

Passages arranged to and from all European ports. For rates, tickets and full information apply to C. P. R. depot agent, or

A. B. MACKENZIE, City Ticket Agent, Rossland, B. C.

WM. STITT, Gen. S. S. Agt., Winnipeg.