

THE EXCHANGE NEWS.

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MINING NEWS.

C. P. R. LAYING SPUR TRACKS TO SEVERAL PROPERTIES.

Vancouver, B.C., Dec. 8.—There is much satisfaction in Greenwood, the chief town of Boundary Creek region, over the fact that the C.P.R. track-laying machine has started work laying steel on the spur line to the Mother Lode mine, Deadwood camp, and that work will be pushed as rapidly as possible to completion. Rails have been laid on the spur to within four miles of Phoenix, and it is expected, if the weather continues favorable, to reach there in three weeks.

The track is laid to British Columbia and Deners mines, and will be run to Golden Crown within two weeks. The C.P.R. will undertake the construction of three spur lines to the smelter for bringing in ore for delivery, coke and coal for furnaces and one to carry the products of the smelter to the main line.

The November clean-up of the Athabasca mine was \$11,600, from 380 tons of ore, an average of little over \$30 a ton.

MR. CLUTE REACHES SLOCAN.

Vancouver, B.C., Dec. 8.—R. C. Clute, Q. C., who was appointed by the Dominion government to enquire into the grievances of the miners in this camp, arrived in the Slocan from Toronto this week. He comes vested with the fullest powers, and he will conduct the strictest investigation, sending his report to Ottawa with the utmost despatch. Mr. Clute's work in the Crow's Nest Railway scandal is well known.

RAMBLER CARIBOO PAYS ANOTHER DIVIDEND.

Vancouver, B. C., Dec. 8.—The Rambler and Cariboo Consolidated Gold and Silver Mining Co. has paid the December dividend and declared another of like amount, one cent per share. Cheques for the December payment were received by local stockholders yesterday, and with the cheques, a note of payment of a similar dividend January 1, 1900. The amount is \$10,500, the amount of the stock issued being 1,050,000 shares, out of a capital of 1,250,000 shares. The January payment will bring the total of Rambler Cariboo dividends up to \$71,000, the mine having paid \$50,000 in its earlier days.

Vancouver, B.C., Dec. 10.—In the Slocan Lake country there are many rumors respecting railway development next spring. These seem to have their foundation first, in operations of a Keslo and Slocan survey party between Nelson and Three Forks, recently, and, secondly, in the visit of C. E. Perry, to Ten Mile camp in the interests of the C.P.R. The heavy investments of

the Warner-Miller and Mansfield Syndicate in the Slocan this year are held to be the causes of these railway preliminaries.

Developments now proceeding on the Lemon, Springer and the Head Waters of Ten Mile, are, the Nelson Tribune says, sufficient to warrant the attention of the rivalries, especially when backed up by the yearly output of the enterprise of 10,000 tons, the undoubted resources of Four-Mile and the promising showings around New Denver.

DREDGING OF THE NARROWS.

Vancouver, B.C., Dec. 10.—The Dominion government will spend \$25,000 on a dredge and on the dredging of the Narrows near Burton City. The dredge will be built at Nakusp. The new lead smelter at Trail will be blown in a day or two. This will make a large addition to the number of employes, and men have been brought from Montana already to start the work.

THE CUMBERLAND MINE.

Mr. O. G. Laberee, who brought about the purchase of the Cumberland mine by Mr. C. E. Gault and others of the Virtue Company, has returned to the east in company with Mrs. Laberee, and will proceed to New York in a few days. Mr. Laberee says things are going on swimmingly at the Cumberland. The shaft is down 340 feet, some of the richest ore mined in the district coming out of the lower levels and averaging \$400 a ton. On the 300-foot level they have drifted 120 feet, being in ore all the time. The mill is about half completed, and the machinery will be on the ground in a short time, the last shipments having been made from Chicago. The superintendent informed Mr. Laberee that as soon as the mill was ready to begin operations the product would be \$10,000 a month, and that the ore bodies would justify this being kept up for years.

MONTREAL & OREGON GOLD MINES, LIMITED.

We hear most encouraging reports in regard to this property; the last week's work showing on the north drift on the 250-foot level as being driven with double shift 16 feet. The shaft was sunk with single shift and two muckers 9 feet. Two sets of timbers were placed in the shaft.

The lower tunnel was driven with double shift 20 feet. In addition to the above the Rogers and Roach shaft has been cleaned out and timbered its entire depth, being now ready to sink.

The superintendent writes and wires that on the foot wall of the shaft he has from 16 inches to 2 feet of ore, a general sample of which assayed \$165.36.

The managing director, Mr. Griffith, leaves Chicago on the 11th, accompanied by the manager, Mr. Ingersoll, arriving in Ashland about the 15th.

From what we can gather arrangements will be made to order on and start the new mill at the earliest possible moment.

The ore found in the shaft is remarkable and it is a chute independent of those the management have already advised that they have.

EVENING STAR.

On the Evening Star preparations are under way by which the mine is being put in shape for active work. It will take time to get things in such condition that a large force can be put to work. As soon as the reorganization is completed a compressor plant will be put in.

PHILADELPHIA MINING CO.

The Philadelphia Mining company has of late given considerable attention to the Lone Star mineral claim, which lies near

the Mountain Trail claim. On the Lone Star a shaft is being sunk which has now reached a depth of 77 feet. One of the double compartment shafts on the Mountain Trail is now down 60 feet and the other 70 feet. The trial run of the concentrating mill has not yet been made. This is because the road from the concentrator to the mill is so soft from the rains that a load cannot be hauled over it. As soon as the frost hardens it the ore will be transported to the concentrating mill and a trial run made.

GIANT.

The foundation for the four-drill compressor plant on the Giant is now being put in. It is probable that the work of hauling the plant to the site on the Giant ground will commence to-day. The work of stripping the ledge continues, but as soon as the plant is installed the sinking of the shaft will be commenced.

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