

ROSSLAND WEEKLY MINER.

Two Dollars a Year

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FROM OTHER CAMPS

Cessation of Shipments From the Sullivan.

A LARGE BOUNDARY OUTPUT

Notes of Interest From all Over the Kootenays—The Smelting Difficulty in the Slocan Country—Installation of Machinery in the Boundary Country.

There will be seen adjoined an interesting account of the reasons for the closing down of the shipments from the Sullivan, one of the most promising mines in the South-East Kootenay. It is trusted that the cause will only be temporary and with a better condition of the roads a resumption will take place. This condition of the roads problem attacked vigorously in Kamloops is one which has much to do with the development of the mining industry of the Kootenays. It is an easy answer that as soon as a mine is in a shipping stage of development that the railroad magnates for the sake of business raised to build in a road and a matter of fact this does not always happen, but even if it did it does not do away with the necessity of good roads as without them the outlying properties must remain idle. Even after a mine has become a shipper and tons upon tons of ore have been rawhided down with infinite expense and difficulty it is not always found that the provincial government are sufficiently alive to the interests of their own revenue to build in a road and assist these properties in becoming dividend payers and tax producers. Were a million dollars spent upon the improvement of the trails of this large mining district and the establishment of good mining roads there would not be a dollar unprofitably spent.

From the Boundary country the news of each week is the increasing shipments and the installation of more and more machinery. The total output of the Boundary mine is likely to assume very respectable proportions before the end of the year, although it is not probable that the ultra sanguine anticipations or some of the optimistic of its mining people will be immediately realized. The experience of Rossland has been that there is ever something in the way to falsify even careful calculations. A large plant is necessary to the shipment of vast quantities of low grade ore and large plants are not assembled in a week or even in a year. The Le Roi is one of the largest, perhaps even the largest plant in the province, but the whole system begun 14 months ago will not be perfected for a couple of months to come. Still taking even this and other equally important causes of delay into consideration it is probable that the Boundary shipments will far exceed the output of Rossland camp for 1900.

WINDERMERE.

Progress of the Paradise—Strike on the Iron Cap.

The strike reported on the Iron Cap, McDonald creek, was quite correct, although there is about 20 feet to go before the crosscut tunnel will be exactly under the ledge as exposed in the upper workings.

Work at the Paradise mine goes steadily along and each day more ore is being piled in the ore bins; a new tunnel has been started further down the hill, which will give considerable more depth to the workings and assist materially in making the work easier. A full force of miners are employed in developing the mine and taking out ore. All the rawhide animals are kept busy bringing the ore down Spring creek, and six teams have been employed in hauling it down to the Columbia river landing, where there are now stored fully 60 tons of ore. Yesterday two more teams were added and more will be put on shortly. The chimney of last week has necessitated the use of the sprinker. There is reason to believe that 1,000 tons will be at the landing awaiting transportation down the river when navigation opens. The teamsters on the road have engaged in a friendly rivalry as to who can bring down the most ore sacks to the load, and several of them claim to have brought down 100 sacks from Spring creek to the six-mile post.—Prospector.

SOUTHEAST KOOTENAY.

The Closedown of Sullivan—Shipments, a General Mining Notes.

Superintendent Birdsall as gone on a vacation. The North Star is shipping from 70 to 80 tons of ore daily. The Viking is looking fine. Grundy Ankus has struck 20 inches of good ore. R. O. Jennings is doing assessment work on the Morning fraction.

Ed. Ford is looking after his property on Wass creek and will soon commence work. The Adams Bros. have completed arrangements for working their property on Lewis creek.

Ore shipments for the week ending March 2nd: North Star, 450 tons; Sullivan, 280 tons.

R. O. Jennings is still doing work on his Dean property and the present indications are extremely favorable. The owners of the Little Horn, a Spokane syndicate, will let a contract for 100 feet of tunnel work in a few days. The Mount Sicker and British Columbia Development company have a good showing of ore on their Quantrell property.

Owing to the condition of the roads which have become soft, the Sullivan is only shipping about 20 to 25 tons daily. The Mount Sicker company are working on a ten-inch vein of galena, sinking a shaft in No. 1 tunnel, which is down 20 feet.

Some thirty miners have been discharged, and the Sullivan has closed down for a short time. A force of 12 or 15 men are still employed in development work.

The Estella is working five men. A new ore body was encountered in the long 700-foot tunnel. A large amount of ore is on the dump, and the property is looking exceedingly well.

Mr. Angus McLeod reports that work continues on the Approach claim. A considerable amount of concentrating ore is coming in, indicating the near approach of the vein. Bob Dempsey, Al Jones and Dave Newell have been obliged to stop work on their fraction near the North Star mine on account of the quantity of water coming from the vein in which they have been working.

Wm. Forsyth returned on Monday from the Stanley. He reports that the contract for 100 feet of tunnel work has been completed. The indications are that the vein is close at hand and a contract for 50 feet of tunnel has been made.

During the week the North Star mine has shipped 425 tons of ore from this town and the Sullivan mine 350. The latter mine has ceased shipping for a time on account of a drop in lead and as extensive development work is now going on in the mine, and will continue for some time to come.—Herald.

The recent cold weather has had a most disastrous effect on the carrying on of operations at the St. Eugene. (owing to the shortage of water the mill is still idle, and will not start until such time as the weather moderates. This will no doubt occur within a few days now. Manager Cronin was seen lately and asked regarding the proposed power plant which the company intended to install. He said it was the company's intention to put in an engine and boiler, so that shutdowns on account of the lack of water will be avoided. This will be done in the near future, but not at once, as by the time the plant could be installed there will be a sufficient supply of water for all purposes. Most of the men laid off are remaining in town, as they know it will be only a question of a short time until they will again be employed.—Herald.

The Stanley group of mines are situated on Tracy creek. The group consists of three claims, Stanley, Golden Pledge and Silver Dollar. The Stanley is an extension of the Estella on the northwest, and the Estella vein passes through the claim. The development consists of several open cuts and a tunnel in 100 feet. Last week a contract was let for another 50 feet. Wm. Forsyth and Tom Rae securing the contract. Supplies were sent up to the mine during the early part of the week, and on Friday Mr. W. Forsyth started for the mine.—Prospector.

J. H. Wolfe, general manager of the Sullivan Mining company, and C. W. Burdall, superintendent, were in town yesterday. Mr. Burdall left for Spokane yesterday, and Mr. Wolfe returned to Kimberley this morning. A representative of the Herald saw Mr. Wolfe, and in reply to inquiries about the work at the Sullivan, that gentleman said: "Owing to the ore road breaking up, we found it necessary to reduce our force from 40 to 18 men. We will still continue to haul ore in the mornings as long as the road is hard enough to hold up the loads, but when the break-up comes we will have to cease altogether until the roads dry sufficiently for wagons. Just at this time this partial close down does not come in the light of a hardship, since the price of lead during the last nine days has fallen nearly \$1 per 100 pounds, almost a cent a pound. Of course this fall in quotations is according to the London market, the one by which we are governed in our sales. Silver has also dropped four points, and this makes a total of about \$7 per ton drop in the price of our product, which, of course, is quite a difference, and must be taken into consideration in our operations. The fall in lead is the most radical in the past 15 months, and I look to see it go up again with a rebound. I am of the opinion that the prices will be satisfactory as soon as the roads are in shape for work. We will keep our present force at work developing. Everything on the property is looking fine and we have more reason to believe than ever that the Sullivan is a great mine. As soon as the conditions will permit work will be inaugurated on the spur from Kimberley to the mine. It will take about two months to grade the work, and then, as soon as the C. P. R. puts the rails on and gets the track in shape, we will be ready for direct shipments from the mine. This spur will be about five miles in length."

THE SLOCAN.

Initial Shipments from the Sunset—The Ivanhoe and Cork.

The Emily Edith is preparing to ship a large quantity of ore at an early date. Becker & Caldwell have suspended operations on the Dayton group, near Cody.

The Sunset, near Whitewater, has commenced to ship, and will doubtless continue shipping every two weeks.

The Two Friends at Slocan City, much to the pleasure of the Slocanites, is developing into a fine property. A York is the principal owner.

Mr. Hean has made arrangements with the Last Chance mine, and as a result this mine will be kept running.

Sixteen men are working at the Reco. The trail is in bad shape and no ore is being rawhided. There is more ore in sight in the mine than ever before in the history of the property.

J. M. Donnelly reports that there is every evidence that the tunnel on the Urban company's property is now close to the ledge. He expects to tap the ledge in the next 10 feet.

A meeting of the Dardanelles company is called for the 23rd of March. The idea is to sell the claim and all assets to pay off liabilities and to recapitalize under the name of the Dardanelles and

Okanagan, with a capital of \$150,000.

W. L. Christie will represent A. D. Copeland in the Joker and Cody fraction case when it comes before the King's bench in England. This case has been carried through every court in British Columbia and finally appealed to the Privy Council.

A contract has been let to Mr. A. Stimpson of Kaslo, for doing considerable development work on the True Blue, and supplies have been packed up to the mine. Work started last week and will be carried on energetically.

Manager Heap of the Last Chance, while in Trail last week, made a contract with the Trail smelter to take the output of the mine to the extent of 250 tons a month. This will admit of a continuance of operations at the Last Chance and the force will not have to be laid off, as was feared last week.

The Victoria Colonist makes Bob Green state that the Slocan and True Blue produce 500 tons of ore a day. Bob must have hit the pipe on the Colonist man is badly mixed in his data. An output of 500 tons a day would total 182,500 tons a year. The actual output of the Slocan has never exceeded 40,000 tons in any one year.—Paystreak.

The local mining men are all taking some interest in the workings of the lower tunnels of the Payne mine, as this is the first property that has opened up tunnels so low down the mountain. The company are driving a 15,000-foot tunnel, which will soon be completed, 950 feet below the main working to tap the lead again at that depth. If the ore is found at so low a point, it confirms the fact that large bodies of ore are at the base of the mountains in this part of the Slocan. All the mines here have improved with depth so far.—Review.

The initial shipment from the Sunset property, Whitewater, was made to the Hall Mines smelter this week. This property, which adjoins the Wellington, is being developed by the Gooderham-Blackstock syndicate. W. H. Jeffrey is consulting engineer. Two parallel veins are being worked, one through the Wellington tunnel and the other through the face driven by the Sunset company last summer. The showing on the property is a very encouraging one.

A report gained circulation on Thursday that the force at the Payne was to be cut down by laying off 50 men. When asked about the matter yesterday Superintendent Zwickley stated that there was no foundation whatever in the report. A few men had quit and had a dozen or so had been laid off, but there was no disposition to cut down the force. There are 75 men on the payroll. The Payne ore is being sold to the Trail smelter, and no difficulty is experienced in disposing of it.

THE BOUNDARY.

Plant for the No. 7—Ore Shipments From Phoenix.

The R. Bell shaft has reached a depth of 176 feet.

Five different raises are now being made on the Stenwinder and Brooklyn.

The Emma is sending down to the Pyritic smelter about 100 tons of ore per day.

The Ah There shaft, in Deadwood camp, has attained a depth of 174 feet. At the Snowshoe the diamond drill is now being worked in the face of the ore on the railway tunnel.

On the Greyhound, in Deadwood camp drifting east on the 200-foot level is in progress.

It is said that the Blue Bell in Summit camp, is shortly to be equipped with a machinery plant.

Some rapid work is being done in sinking the main shaft on the Ah There, which is now down 178 feet.

Another Dividend.

Notice has reached the city that the Centre Star has declared another dividend of 1 per cent, amounting to \$35,000. This is the fifth dividend, making the total amount paid up to \$175,000. The dividend is payable on April 1.

YEAR'S ESTIMATES.

Revenue and Expenditures for the Year Are Being Detailed.

Although the year's estimates of revenue and expenditures have not as yet been submitted to the city council, they will not be so submitted until the half year has elapsed. It is in the course of preparation at the city offices. It is said that owing to the amount of bills left outstanding by the previous council, bills which have to be provided for out of the revenue of the current year instead of out of that of the past, there will be little surplus left for meeting any extraordinary expenditures. There will be no more than will be sufficient to meet the ordinary needs. Under these circumstances the Board of Works will be able to inaugurate no improvements, as practically all the available funds for the present year were lavished during the last. As to the extension of the water-works, there will be sufficient money on hand to proceed with this, as there is a certain revenue arising from that part of the system already in operation and a debenture fund has still monies to the credit of this particular department.

Carpenters' Union.

There was a meeting of the Carpenters' union last night at which some routine business was transacted. Yesterday was the first day on which the new eight-hour system came into operation. This only applies to work done out of the mines. At the mines there has been no alteration in the hours of labor which are still nine. A chief contractor in the city had already signed the agreement as to the new system there was no difficulty experienced in the matter.

Mr. H. A. Small, representing Kelly, Douglas & Co. of Vancouver, is in the city on a business visit.

CRAWFORD-BAY SMELTER.

Plenty Capital Ready to Embark in the Enterprise.

Mr. Henry Roy, manager of the London Consolidated and Richelieu Mining companies, operating silver-lead properties on Crawford creek, has returned from a five weeks' trip to the East, during which he visited Toronto, Montreal, St. Paul, Chicago and New York. His mission was to endeavor to arrange for the construction of a smelter on Crawford bay for the reduction of the silver-lead ores of that section.

"Capital," he said, "is more ready to invest in smelting enterprises than in mining, as the latter is in the nature of a manufacturing enterprise and is almost certain to yield a good profit. As far as the plan to construct a smelter at Crawford bay is concerned, sufficient capital can be secured for the enterprise, but it is first necessary to obtain a charter for a railway running from Crawford bay to the mines along Crawford creek. I am of the opinion that the government will be willing to subsidize both the railway and the smelter. As soon as the necessary charter is obtained for the railway I intend to go East in furtherance of the smelter scheme. In the meanwhile, if smelters already in existence would only give a reasonable treatment rate, we would largely increase our shipments from both the London Consolidated and Richelieu. I consider that the present smelting charges on the silver-lead ores on the part of the Kootenay smelters are far too high. You might mention that I made a quick trip from Montreal to Rossland over the Great Northern railway, covering the distance between the two points in four days," concluded Mr. Roy.

CAME IN SUDDENLY.

Ledge in the South Drift Was Found After a Long Hunt.

The ledge in the south drift of the New St. Elmo was found yesterday. In the beginning of November a dike was encountered after the drift had been run for 300 feet. The dike proved on cross-section to be about 22 feet in width. The drift tunnel runs east and west, and is being extended to the westward. When the west side of the dike was reached a drift was started along this and driven for a distance of 75 feet. During some of the distance the streak was so thin that it could hardly be seen. The first indication of the ledge was on Sunday, when the streak widened rapidly, and sides were in ore. Judging by appearance the ore is of a fair grade, but no assays have yet been made.

The south drift will be continued along the ore body to the west end of the claim, a distance of 90 feet. At this end of the claim, on the surface, is the largest showing on the property. Samples from the surface of this showing assay \$15 to the ton. Work is being continued in the north drift, which is in 128 feet. The ore occurs in lenses along the footwall and at present is about two feet wide. The ore is of a pay grade. Altogether, the St. Elmo is looking well.

THE B. C. MINE.

It Takes Out 100 Tons a Day With Clock-Like Regularity.

Mr. S. F. Parrish, manager of the B.C. mine, is in the city on a short visit. It was learned from him that the B.C. mine is shipping with the regularity of clockwork its 100 tons of ore per day, or a little over 3,000 tons per month. The shipments, he says, will not be increased until a larger plant is installed, as all the present one can do is to get out 100 tons a day and keep up the advance development work. The main shaft has reached a depth of 422 feet, and cross-cutting on the 400-foot level is in progress to reach the ledge. The B.C. is looking quite well. The B.C. is owned by a close corporation and the profits are divided among the stockholders without any publicity.

Pushing the Big Four.

On the Big Four eight men are now employed and work is being pushed in both tunnels. Track has been laid in the tunnels and cars are being used to remove the waste and ore extracted. There is a good showing of ore in the lower tunnel, and the management says it hopes by the time the Northport smelter has been enlarged to begin shipments.

MR. DOWNIE IS HERE.

He Intends to Do All He Can to Please C. P. R. Patrons.

Mr. William Downie, superintendent of the lines of the C. P. R. in Kootenay and Yale, is in the city, accompanied by Mr. F. P. Gutelius, resident engineer of the same company at Nelson. Mr. Downie has for the past 14 years been superintendent of the Thompson & Cascade division of the C. P. R., and is the successor of Captain Trup in this section. The growing importance of the Kootenays demanded the services of an experienced and popular railway man to succeed Captain Trup, who has been promoted to an important position in the steamship service of the company, and Mr. Downie was chosen for the place. He is here looking into the situation and making the acquaintance of the patrons of the company. Later on he will come and make a more extended stay. In a chat had with a reporter last evening, Mr. Downie said that his intention was to do all in his power to please the patrons of the company as he thought its business could be best built up in this way. Mr. Downie is a pleasant, courteous gentleman to meet, and at the same time he has the appearance of an able business man, and should be a valuable addition to the railway fraternity in the Kootenays.

J. Fred Ritchie is in Nelson.

FACTS AND FIGURES

Rossland Shipping Mines and Dividend Payers.

OFFICIAL MINING STATISTICS

Analysis of the Figures Presented by the Gold Commissioner—The Amount of the Dividends That Can Be Paid by Various Mines.

On analysis of the figures relative to the mines of Rossland presented by the Gold Commissioner Kirkup to the Minister of Mines some interesting results are arrived at with regard to the value of the ore shipped and as to the mines shipping it.

Taking the leading mine of the camp, the Le Roi: The amount of ore shipped expressed as dry tonnage, is stated at 159,734 tons valued at \$1,437,726. The value is based on the smelter returns, not on the gross assay. If the latter were taken, the value of the ore would be between \$12 and \$13. The difference is the indirect smelter charge. This gives the average value per ton of ore at \$9. The total charges against the ore is to be \$7.75. This is made up of \$4.25 smelter direct charge and \$3.50 for mining, including the stoping, development and general expenses. But these charges will alone obtain when the new system of economical working is in full operation. Under the old system there was a higher charge. Also under an old contract, the sole beneficiaries of which are now the Le Roi shareholders, the rate for smelting was \$3 per ton. This contract expired with regard to the other beneficiary, on February 4th. Hence the expense of working and smelting cannot be taken as above stated as indicating the net profit to the Le Roi when deducted from the average value of the ore.

In a future, however, the Le Roi will ship at the rate of about 300,000 tons a year. This tonnage will be treated at the prices named and will, therefore, yield a net profit of \$1.25 per ton. This represents at the rate of shipping mentioned an annual profit of \$375,000 or a dividend of 7 1/2 per cent on the capitalization of \$5,000,000.

This is, however, treating the smelter as entirely separate from the mine. It is true in a sense, but as the Le Roi shareholders directly benefit from the profits of the smelter as that concern is owned by the mining company the two businesses are practically one when it comes to a matter of receiving the dividends. What the direct profits of the smelter are have not been made public. The indirect charges of the smelter are those charges which must be allowed for in making any contract for the reduction of ore. They accrue in the amount of precious metals which are volatilized and escape through the flue. Part of this is recovered from the flue dust, but an appreciable quantity of both gold and copper do escape in the outer air is indubitable. There is a certain quantity which escapes with the slag. On the resmelting of the first product there must be more loss. The resmelting is necessary inasmuch as it is no desire to pay freight over long distances on a large percentage of impurities in the matter. It is also useful since the refineries call for a certain grade of matte. The lower the grade of ore the higher this indirect smelter charge. This may be regarded as axiomatic. It is true that the smelter while deducting for the losses are careful to deduct on the right side. Hence it is a fair estimate in the absence of authentic figures to assume the profit of the smelter, directly and indirectly, at 75 cents per ton. But the profit of the smelter in question is the profit of the Le Roi. The deduction follows that the profit per ton on the figures stated cannot well fall under \$2 per ton. This means that the Le Roi will be in a position to pay a dividend of \$600,000 per annum to its shareholders. This position cannot, however, be fairly attained during the current Le Roi year which ends on June 30th. It depends on the completion of the new system of economic working of the smelter, which is being worked in full operation by the end of next month. The figures are worthy of comparison with the returns from the South African mines, many of which do not pay more than a third of the interest to be commanded by the Le Roi. And it must be remembered that the whole of these figures are based on \$9 ore, and if that value is correct even then large dividends are to be had.

The returns from the Le Roi No. 2, the "Price," as the mine has been shortly called, show 3,013 tons shipped of an aggregate value of \$46,238. This gives an average value of \$15.35. The cost of working has not been given by the management, but may be assumed to be no higher than its neighbor, the Way. This cost is given by including the return of the latter at \$8.50 including a higher rate than \$4.25 by the smelter. And that for the Le Roi No. 2 is the Northport. The Le Roi No. 2, like the Le Roi has no interest in the smelter. Hence it has no share in the smelter profits made out of its ore, which rather go to swell the dividends of the shareholders in the latter mine. The output of the Le Roi No. 2 has been fixed this week at 120 tons per day. This amount is handled with ease notwithstanding the fact that there are two shafts being sunk and by the nature of the work going on in the Annie vein no ore can be shipped from that ledge except that found in development work. The output which the mine can stand has been stated by the management at 250 tons per day in an official report to

the London directorate. Taking the lesser figure and counting only 300 working days in the year the tonnage would be 36,000, which at the net profit of \$6.85 per ton would yield a yearly dividend of over 8 per cent on the capitalization of \$3,000,000. If the higher figures are taken a much larger result would be arrived at.

Turning to the figures relative to the Centre Star they are given at a tonnage of 40,875 tons of a total value of \$608,360, or an average value per ton of \$14.88. On the total tonnage shipped last year there should therefore be a profit of \$305,000, taking the expense of the working and smelting of the ore at \$3.50, which is practically the figure indicated in the last annual report. But this was not the real profit inasmuch as for the first part of last year there had to be excused owing to well known causes an abnormal amount of development work. That ceased towards the end of last year and now the normal charges are the only figures which have to be reckoned with. The Centre Star is now shipping at the rate of 100,000 tons per annum and has been doing so since the resumption of shipments last September. This tonnage at the net gain per ton indicated by the above figures will yield \$600,000 profit per annum, giving a dividend of 17 per cent. Should the smelter charges be reduced there will be an even greater profit.

The War Eagle practically shipped little or nothing last year, its tonnage being sent out mainly in the month of January. The shipments were about 250 tons daily, which rate was stated to be too much in the annual report published at this time last year. Since that time, however, new bodies have been found and it is probable that the old rate of shipment will be resumed. At present the mine is shipping something over 100 tons daily. The value of the shipments set year were for 9,886 tons, \$12,283 or \$14.39 per ton. The cost of working when the development is abreast of the stoping is \$8.50 per ton as stated by the management. This leaves a profit of nearly \$6 per ton. On a shipping basis of 250 tons daily, the annual net profit would thus figure at \$240,000 or yield a dividend of 12 per cent on the capital of \$2,000,000. On the basis as shipped in January, 1900, the yield would be upwards of 23 per cent.

The other shipping mine of any importance in the figures for last year is the Iron Mask. This exported 2,737 tons valued at \$43,177. This gives a value per ton of \$15.80. As the mining machinery at the Iron Mask is incomplete and a complete plant is yet to be installed the cost of extraction is higher than in the other mines mentioned. Still the mine has only to export some eight or nine thousand tons yearly to earn a dividend of 10 per cent on its small capital of \$500,000.

It will be seen that on the official figures as supplied by the mine managers to the gold commissioners and on those published in their annual reports, each of which sets forth the details of the list of Rossland shippers. To these will soon be added the Rossland Great Western, which is now shipping at the rate of 24,000 tons annually and there are others such as the Kootenay Mines, whose advent will not long be delayed. It may be noted that the value of the ore shipped as given to the gold commissioner has been taken as the smelter value and not that of the gross assay value. It is on the former and not on the latter that the 2 per cent. mineral tax has to be paid to the provincial government and collected at the office of the gold commissioner himself.

THE DIVIDEND.

Good Strike Made on Kruger Mountain, Kootenay Country.

Fairview, B. C., Feb. 27.—(Special.) The mining on Kruger mountain in the Okanagan country, has just received a great impetus by the recent strike made upon the Dividend, which was thrown over last year by G. R. Naden of Greenwood. Work had scarcely recommenced on this property when a fine body of ore 15 feet wide, was struck within 17 feet from the place where work was discontinued last fall. The owners are consequently much excited. An instance such as this will do more for this country than anything else.

The people here are taking much interest in the Crow's Nest coal discussion. They think that the importance of the coal land is overrated, as there has been coal discovered in no less than five places in this western country, namely, at Midway, Rock Creek, White Lake (Okanagan), Princeton and Nicola.

ASCENDED MOUNT ROBERTS.

Mr. Robert Lyon Had a Narrow Escape From a Terrible Fall.

Messrs. Robert Lyon and R. J. Smith went to the top of Mount Roberts yesterday. They went up by the north slope, the steepest side of the mountain. They left Rossland at 9:30 a. m., and reached the top at 3 p. m. The snow was so deep that they had to dig the holds in the snow to get up. Snowshoes were useless because the snow is so hard. A Scotch standard was hoisted as a signal to friends in town, lunch was eaten and a few snapshots were taken of the flagstaff and its surroundings. Messrs. Lyon and Smith are carpenters and a very satisfactory and workmanlike job of erecting the flagstaff and its support. They left the summit at 3 p. m. and came down the east slope and arrived in town at 5 p. m. Mr. Lyon slipped and went twenty feet to the edge of a bluff on the down trip. There is considerable glare ice on the east slope and he had a very narrow escape, as had he fallen over the bluff he would have fallen at least 100 feet. The down trip was a record as to time, but they would not advise any of their friends to try the same route that they took on the homeward journey.