

THE MINING REVIEW

Shipments Fall Short of the Record Mark Last Week.

GOOD STRIKE ON THE SPITZEE

A Tons of Molybdenite Has Been Found Giving a High Assay Value—Commencement as the Shaft on the Jaso—Continuance of Good Ore on the Columbia Kootenay.

Perhaps the most important piece of mining news of the week is the strike of molybdenite on the Spitzee (Indian Chief) It is so generally received by the public at large that the ore deposit of this camp is confined to a small section of Red Mountain. That this is not the case the conclusion of the Kootenay Mines to-day prove conclusively. It is urged that the Kootenay Mines are situated on a portion of the great north-west vein which is considered to run from the headwaters of the north fork of Trail creek to the 'L' mine; everything yet found on the south vein ore belt has shown a more disrupted condition of deposit than that obtaining to the north of the city, but, geologically speaking, on the crater of an old volcano. The discovery made this week on the Spitzee and the announcement of the discovery of the discovery of a more solid body upon the Homestake goes to show that there are valuable deposits to be found in the vicinity of Rossland which are not necessarily on Red Mountain.

The progress made by the Northport smelter is apparently slow, but under the conditions prevailing it has been left to the new furnace is almost ready to blow and should do so this month. Within another thirty days the fifth furnace should be ready, which will bring the capacity of the smelter first up to 1,000 tons daily and then up to 1,300. It is probable that the sixth furnace, now left for the installation of which has been left will also be added and by the middle of April the reduction works will be in a position to treat 1,700 tons daily. The need of repairs to the furnaces will reduce this average amount about one month in the year or it may be stated that the net reducing power will be something over 1,900 tons a day. It must be remembered that the installation of these extra furnaces necessitated the installation of subsidiary processes to keep up with the increased amount of low grade matte and to furnish power for the blasts. All this requires time, and the enlargement and practically doubling of a huge reduction works, with all the complicated and interdependent machinery, cannot be accomplished in a few weeks. The recent for the week falls short of that of last by nearly a thousand tons, shipped short on the Le Roi. This is due to the same causes as before, the unpreparedness of the Northport smelter. It was thought that the fourth furnace would be in readiness and therefore a larger output was sent in anticipation. It was found on the contrary that the furnace would not be ready as soon as was deemed probable and hence a curtailment of the tonnage sent out. On the other hand the War Eagle shipments are apparently much larger than those of the previous week, but this is so because of the shipment for the 9th instant was included in the current week instead of in the week preceding.

Table with columns: Shipments, Week, Year. Rows include Le Roi, War Star, etc.

Kootenay Mines.—The shaft is now nearing the end and is still in ore, showing that the extensive nature of the ore body come upon at the 600-foot level from the No. 6 tunnel. The timbering of the shaft will next be undertaken as also the opening of levels to the east from various points so as to prove the actual extent of the workings for the next few months will be awaited with much interest, for if the vein proves as is supposed, it will put the Kootenay Mines in an important position. Elsewhere in the mine there is not much in progress except some prospecting work which in anticipation of many places where the ore bodies were thought to have gone out, a little more work in the right direction, has shown that this by no means is the case.

Rossland Great Western.—The machinery for the compressor of this mine has arrived, but will not be assembled for some weeks in order to allow of the due setting of the concrete foundations. The first shipment from this mine for several years will probably take place next week, although a steady output is not to be expected until the smelter is ready. The shaft is now nearing the 80-foot level and should be finished as far as the actual sinking is concerned within the next few days. After this it will be timbered up, stations opened and levels run to locate the bodies of ore proved on the upper levels.

Spitzee.—A sorting floor, equipped with tables, has been put in at the Spitzee. This will be used to sort the ore so that nothing but the clean high grade ore will be shipped. In this way the profits will be very much increased, as no waste will be sent to the smelter. The sump has been floored over and a drift is being run on the 60-foot level. As soon as the drift is far enough advanced additional shafts will be put on to further deepen the shaft to the 100-foot level. In this way the property is being developed as rapidly and systematically as possible. On Thursday a deposit of vein of molybdenite was encountered which assays \$143 to the ton. A force of seven men are at work and two shafts are being run. This intention is to resume shipping this material and to resume shipping this material with the way the Spitzee is developing and feels certain that it has a future before it.

Le Roi No. 2.—A shipment of 200 tons was made during the week from the Le Roi No. 2, which was merely made for the purpose of keeping the workings

from being completely choked up. The shaft on the Jaso is to be started this week and that on the No. 1 shaft is making good progress as is also the shaft on the Annie vein from the fifth level of the Jaso.

Portland.—The work of drifting on the ledge on the 100-foot level continues and the showing of ore is satisfactory. Douglas-Hunter.—Work on the lower tunnel continues with good results. There is fine showing of ore there.

Big Four.—Work on the Big Four tunnels is going on. There is a good showing of ore in tunnel No. 2, and the management is greatly pleased at the way the property is developing.

I. X. L.—Work continues on the lower tunnel, which is now in for a distance of 2 1/2 feet. Stopping continues from above No. 2 tunnel. A carload of ore will be sent to the smelter early during the present week.

Green Mountain.—Operations with the diamond drill continues and satisfactory results are being obtained. The work of exploring the veins located by the diamond drill will soon be commenced.

Northern Belle.—The crosscut tunnel is in for 281 feet. It is being driven to tap a second large ledge which has a good surface showing.

Rossland Bonanza.—The tunnel is in for a distance of 186 feet and the ledge which is being drilled on continues strong and the tunnel is to be actively pushed.

Yacade.—The tunnel is in 180 feet and the ledge should be reached in the next 15 feet. An upraise is to be made when the ledge is tapped to the shaft for 60 feet, to reach the shaft, which has a depth of 40 feet.

War Eagle.—Strenuous efforts are now being made to get the tramway into operation, but it is not expected to be finished before the next 20 days. This will not only allow of larger shipments being made, but will also cheapen the cost of shipping the ore. Under the present system, running out the ore from the 230-foot level, the mine is doing about all it can in shipping 150 tons a day. This amount could be shipped in a few hours on the tramway and the saving is apparent. Progress is being made with the shaft and the development of the ninth level is also in hand. Some ore is being shipped from the eighth level and also from the seventh and from parts of the fifth and sixth.

Centre Star.—There is nothing of importance as yet to record on the Centre Star. Shipments are still being made from the reserve stock pile and from the slope on the second level, which is by no means exhausted. The stopes on the fourth level are being prepared for shipment just as soon as an increased output is deemed desirable in the best interests of the mine. This will altogether depend upon the nature of the ore reserves proved up on the lower levels, the fifth and sixth and also upon the result of prospecting work which is in progress.

Le Roi.—The work on the Le Roi is going on in the usual manner and there is nothing special to report in this regard. A poll was taken of the properties on the mine and its subsidiary properties during the week and it was discovered that there was a percentage of 15 1/2 per cent. of Americans and eight of Italians, the remainder being Canadians, English, Scandinavians and Germans. The work on the main shaft is now going on regularly and progress is being made with the crosscut from the 900-foot level to the Poorman vein. The new system of shipment has not as yet been inaugurated, as there are some fittings wanted for the ore bins in the shaft at the various shipping levels. It will take a little time to get the system into operation, as the men will have to become accustomed to the newer method of working before full advantage can be taken of it.

Iron Mask.—Work continues on the 400, 450 and 500-foot levels. During the week the vein was cut upon the 450-foot level and shows up well. It has already been cut upon the level above and the ore body may, therefore, be assumed to be continuous between. There is not much shipping going on at the present, though this will be altered within a few weeks.

Evening Star.—Drifting on the ledge on No. 3 level continues and there is fine showing of ore in this ledge, three to seven feet in thickness, which is of a good grade. The ore body on this level will be explored before the attempt will be made to locate the ledge on the 400-foot level. The Evening Star is looking better than ever before.

Homestake.—The tunnel is now in for 1,200 feet, and it will take another hundred feet to reach a point under the shaft, when an upraise of 100 feet to reach the workings on the other levels will be made. The developments continue to be very promising.

CHAT WITH A BROKER.

Says That Renewed Confidence is Being Shown in Mines.

Mr. A. A. Munroe, of Munroe & Munroe, stock and share brokers of Montreal, is in the city, en route for the Boundary country, where he goes to look after the properties of the Montreal and Boston Copper company. Mr. Munroe was here in December last, when his company began operations on the properties after they had been taken over from the Montreal Boundary Creek Mining company. Since then the work of developing the properties, which are located in Deadwood camp, has gone on steadily and the results are very satisfactory. Mr. Munroe said: "I received a telegram just before leaving Montreal that a new ore body had been encountered in the 400-foot level. The telegram said that the depth of the find has not yet been determined. The ore is copper-gold, averaging 7 per cent. in copper, and about \$4 in gold. The mine is being developed by a shaft which reached a depth of 283 feet. The ledge has been drilled to the 150 and 230-foot levels. The ledges are very rich. There is a 20-drill air compressor on the mine and the intention is to at once deepen the shaft to the 500-foot level and to open the ore bodies on each level as depth is gained. Shipments will be made just as soon as the smelter at Greenwood blows in and they will be kept up."

"The stock business is picking up considerably in the east, as there is a better feeling and renewed confidence in the mines of this section. Doubt has given way to confidence and it is expected from now on that we are going to see a continuation of the improved market. The whole situation from mining and stock standpoints is reassuring and gives great promise for the future. Money is getting very much easier in the eastern centres and this is always beneficial to mining, and I look for a good many deals to be consummated before long."

GOOD TIMES FOR KALSO.

Smelter Company Completed Organization and Expects Success.

Citizens of Kaslo are looking forward to a return of the good old times when that city was the largest in the Kootenays and when other places were known by their distance from it, says the Nelson Miner. For some years Kaslo has stood still, but it is thought that an era of prosperity is about to dawn and a general good feeling prevails among the citizens.

"The smelter is looked upon as certain. Some of the leading citizens have joined hands in the effort to secure it and they have gone to work in a manner that deserves success even if it does not earn it. A company has been organized and a charter secured. The officers of the provisional board of directors are H. Geigrid, president; G. B. Gerard, vice-president; A. T. D. Gerard, secretary-treasurer; W. McAniff, J. J. is solicitor, and W. H. Jeffrey, consulting engineer. The organization has only been completed this week and now the directors will set to work to float the scheme, and, headed by the city, which gives a cash bonus of \$50,000, and exemption from taxation for ten years, expects to soon see all things done to assure the success of the undertaking.

Mr. Jeffrey, who took the scheme east with him, has returned and reports that it will be a comparative easy matter to secure capital for the smelting industry in British Columbia is looked upon by eastern minded men as one offering many inducements and promising dividends. Kaslo is not lacking for a site as there are several available. The company intends to purchase ore shortly, as the citizens of Kaslo have already subscribed \$10,000 for that purpose. The site selected will probably be on the bay north of the city or on the flat near the mouth of Kaslo creek. Either is convenient to rail and water routes and the location would be a smoke blow so as to become disagreeable in the residential or business sections. The restrictions that will be put on the civic assistance will provide for a large institution which will be able to treat all the ore offering. The dry ore problem is not a serious one as there is any amount of alluvial ore in those proximity to the city and as the development of the properties which possess it would be greatly stimulated by the operation of a smelter. The indirect benefit of a smelter would be much more important than the direct result of the pay roll which it would provide.

But Kaslo's hopes are by no means wrapped up solely in the smelter project. The prospects are that there will be more mining activity close to it than ever before. Next week the Canadian Gold Fields represented by W. H. Jeffrey will put a force of men at work on the True Blue, the closest property to the city, and active development will be maintained pending the acquisition of the property by the company. Mr. Jeffrey will sink and drift and devote all his energy to proving this property. When the smelter is erected in Kaslo it will be possible to run a tramway directly to it from the True Blue. Along the Kootenay the mines tributary to Kaslo are being actively worked. The Hamble-Cariboo is proving richer with every month's progress. The long tunnel, already in 1,600 feet, will be continued 2,000 feet more on the company's property to tap at depth some showings from which very rich ore has been shipped. Mining is continued and drifting is carried on at the 100 and 200-foot levels in this vein. A few men are at work taking out ore from the upper workings, 200 tons a month going to Everett. The management says little of the property, but it is safe to hazard that it will soon be one of the greatest properties in the country. De-velopments in the Whitewater, Ruth and Antoine mines is progressing rapidly and Charles Plovman expects to soon put a staff of men at work on the Fletcher group near McGowan.

The prospects are that McGowan Basin will be the scene of great activity during the coming summer as the Davidson and Green Western properties are again expected to be opened up, in addition to the Surprise and Sals, which are now working.

Owners of properties on the various creeks tributary to Kaslo are also making arrangements for the early assumption of development. Woodbury will soon have several mines to add to the list of permanent shippers. On the south fork of Kaslo, Shroeder, Milford and Fry creeks work will be pushed and the immense showing on the Leviathan group, directly opposite Kaslo will be thoroughly worked. The Valparaiso, owned by Kaslo and Nelson people, has a very bright outlook before it and the directors are confident that this summer's work will show the property to be one of great value. The various companies which have their headquarters in Kaslo held their annual meetings during this month and in every instance the programme for the year included the expenditure of a large amount of money on development.

Railroad construction in the Lardo will greatly improve the condition of the city, as Kaslo is the headquarters for the northern country. Mayor Carlson has secured the contract for taking out 80,000 ties for the C.P.R. and will put 100 men to work at once. He will operate entirely from Kaslo. When the full force of tracklayers and other workmen are put on construction Kaslo will be a very busy town, and, added to that, the construction of the smelter and great increase in mining operations the citizens think they are justified in looking forward to an era of unprecedented prosperity.

Kaslo's fame will go abroad on labels of mineral water bottles. K. H. Kemp has leased his mineral spring to a large bottling firm which will put the water on the market. It is a very valuable water and already popular where it is known. Eminent chemists have characterized it as superior to all the waters which now have a world-wide reputation. The spring is on the outskirts of Kaslo.

CERTIFICATE OF IMPROVEMENTS.

NOTICE. "Bonanza No. 3," "Our Hope," "Bonanza No. 3 Practice," "Our Hope Practice," situated in the Trail creek mining division of West Kootenay district. Where located: On St. Thomas mountain, near Grenville mountain.

Take notice that I, Wm. B. Townsend, P. M. C. No. B30038, acting as agent for the "Rossland Bonanza" Gold Mining & Milling company, limited, non-resident liability, have, under and in pursuance of the Statute in that behalf made, intended, sixty days from the date hereof, to apply to the Mining Recorder for a Certificate of Improvements, for the purpose of obtaining a Crown grant of the above claim.

And further take notice that action, under section 37, must be commenced before the issuance of such Certificate of Improvements, on or before the 27th day of December, A. D. 1900.

W. M. B. TOWNSEND.

NONE BETTER

SOLID VESTIBULED TRAINS PALACE DINING AND OBSERVATION CARS—TIEALS A LA GARTE

Direct connection at St. Paul, without change of depot, with all trains for Chicago, Toronto, Montreal, New York and all points west and south.

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For further information, maps, folders, etc., apply to any agent of the Spokane Falls & Northern railway, Kaslo, or Sloan railway, Kootenay Railway & Navigation company, or to M. I. WHITNEY, General Passenger and Ticket Agent, St. Paul, Minn. H. A. JACKSON, Commercial Agent, Spokane, Wash.

CANADIAN PACIFIC AND SOO LINE

First-class Sleepers on All Trains From REVELSTOKE AND KOOTENAY LGD.

TOURIST CARS

Pass Dunmore Jct. daily for St. Paul Saturdays for Montreal and Boston, Mondays and Wednesdays for Toronto. Same cars pass Revelstoke one day earlier.

A POINTER

for your Eastern trip is to see that your ticket reads via CANADIAN PACIFIC

Trains Depart—8:00 For Nelson, Kaslo, Cascade, Grand Ex. Sun. Forks, Greenwood, Midway, etc. 10:00 Daily. Points, Revelstoke, Mann Lake and Pacific Coast, and via Crow's Nest Route for all Eastern points.

For time-tables, rates and full information, call on or address nearest Local Agent, or A. B. MACKENZIE, City Agent, Rossland.

WINTER SCHEDULE

Spokane Falls & Northern Nelson & Fort Sheppard R'y RED MOUNTAIN RAILWAY

The only all-rail route between all points east, west and south to Rossland, Nelson and all intermediate points; connecting at Spokane with the Great Northern, Northern Pacific and O. R. & N. Co.

Connects at Nelson with steamer for Kaslo and all Kootenay Lake points. Connects at Meyer's Falls with stage daily for Republic, and connects at Douglassburg with stage daily for Grand Forks and Greenwood.

EFFECTIVE SUNDAY, DEC. 25, 1900. Leave. 8:00 a.m. Spokane 6:40 p.m. 11:50 a.m. Rossland 8:10 p.m. 7:00 a.m. Nelson 7:15 p.m.

Night Train. 8:45 p.m. Spokane 7:00 a.m. 11:00 p.m. Rossland 7:00 a.m. First-class sleepers on night train.

H. A. JACKSON, General Passenger Agent, H. P. BROWN, Agent, Rossland, B. C.

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The Great English Remedy. Sold and recommended by all druggists in Canada. Only reliable medicine discovered. It cures all forms of Sexual Weakness, all effects of abuse of the system, Mental Weakness, Excessive use of the eyes, Opium or Stimulant. Mailed on receipt of price, one package \$1.00. One of the best. It will cure. Pamphlet free to any address. The Wood Company, Windsor, Ont.

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Atlantic S. S. Lines

(From Portland, Me.) Allan Line—Numidian Feb. 6 Allan Line—Cynthia Feb. 9 Allan Line—Tunisian Feb. 23 Allan Line steamers call at Halifax one day later.

(From St. John, N. B.) Beaver Line—Lake Champlain Feb. 8 Beaver Line—Lake Megantic Feb. 15 Beaver Line—Lake Superior Feb. 22 Beaver Line steamers call at Halifax one day later.

(From New York) White Star Line—Teutonic Feb. 6 White Star Line—Cymric Feb. 12 White Star Line—Germanic Feb. 13 White Star Line—Majestic Feb. 20 White Star Line—Oceanic Feb. 27 Cunard Line—Umbrina Feb. 9 Cunard Line—Lucania Feb. 16 Cunard Line—Serbia Feb. 23 American Line—New York Feb. 6 American Line—St. Louis Feb. 20 American Line—New York Feb. 27 Red Star Line—Westernland Feb. 6 Red Star Line—Kensington Feb. 13 Red Star Line—Norquand Feb. 20 Red Star Line—Friesland Feb. 27 Allan State Line—Sardinian Feb. 17 Anchor Line—Antonia Feb. 9 Anchor Line—Furissima Feb. 23

(From Boston) Cunard Line—Ultonia Feb. 9 Cunard Line—Saxonia Feb. 23 Dominion Line—Commonwealth Feb. 13 Dominion Line—New England Feb. 27 Passengers arranged to and from all European points, for rates tickets and full information apply to C. P. R. depot agent, or A. B. MACKENZIE, City Ticket Agent, Rossland, B. C. W. P. F. Cummings Gen. S. S. Agent, Vancouver, B. C.

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Leaves Kaslo daily at 8:00 a. m. Leaves Pilot Bay daily at 9:15 a. m. Arrives Kuskonook daily at 11:45 a. m. RETURNING. Leaves Kuskonook daily at 12:40 p. m. Leaves Pilot Bay daily at 2:30 p. m. Arrives Kaslo at 4:00 p. m. S. S. "INTERNATIONAL."

Leaves Nelson daily at 7:00 a. m. Leaves Pilot Bay daily at 9:15 a. m. Arrives Kaslo at 10:45 a. m. RETURNING. Leaves Kaslo daily at 1:00 p. m. Leaves Pilot Bay daily at 2:30 p. m. Arrives Nelson at 4:30 p. m. B. & N. AND K. V. RYS.

Passenger train leaves Kuskonook for Spokane daily on arrival of steamer "Kaslo," connecting at Bonner's Ferry with Great Northern "Flyer," eastbound. Leaves Spokane for Kuskonook daily at 6:25 a. m., making direct connection at Kuskonook with steamer "Kaslo" for Nelson and Kaslo.

Steamers call at principal landings in both directions, and at other points when signalled. Tickets sold to all points in Canada and the United States. To ascertain rates and full information address ROBERT IRVING, Manager, Kaslo, B. C.

Canadian Pacific Nav. Co

(LIMITED) WHARF STREET, VICTORIA. Time Table No. 54.—Taking Effect Nov. 1, 1900.

Victoria to Vancouver—Daily, at 1 a. m. Vancouver to Victoria—Daily, at 1:10 o'clock p. m., or on arrival of C.P.R. No. 2 train.

NEW WESTMINSTER ROUTE. Leave Victoria for New Westminster, Ladou and Ladou—Tuesday and Friday at 7 a. m. Leave New Westminster for Victoria and Way Ports—Wednesdays and Saturdays at 7 a. m.

NORTHERN ROUTE. Steamships of this company will leave for Fort Simpson and intermediate points, via Vancouver, 1st and 15th of each month. Steamships of this company will leave every Wednesday for Wrangle and Skagway at 8 p. m.

BARCLAY SOUND ROUTE. Steamer leaves Victoria for Alberni and Sound ports, on the 7th, 14th and 21st of each month, extending latter trips to Quatsino and Cape Scott. The company reserves the right of changing this time table at any time without notification.

G. A. CARLETON, General Freight Agent, G. B. BAXTER, Passenger Agent.

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EXPRESS—For Farmington, Gardiner, Colfax, Pullman, Moscow, Lewiston, Portland, San Francisco, Baker City and all points EAST. EXPRESS—From all points EAST, Baker City, San Francisco, Portland, Colfax, Gardiner and Farmington.