

Limited... Ore is Being Found on the Annie... INITIAL SHIPMENT FROM NO. 1... Another Lot Will Be Shipped Today From the Josie... The Lardo Section... Progress Made Upon the Great Britain... Mr. D. D. Birks has just returned from a visit to the Lardo country... Today another 120 tons will be sent from the Josie... C. R. Hamilton & Co. Solicitors... GALT... Rossland, Wash.

Grand... Equipped With All Improvements... Spokane, Wash.

Robinson and Mr. A... They had a pleasant trip and enjoyed themselves

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AMONG THE MINES

Ore is Being Found on the Annie.

INITIAL SHIPMENT FROM NO. 1

Another Lot Will Be Shipped Today From the Josie—The Nickel Plate Bunkers—A New Compressor—The Great Britain—The Derby.

THE LARDO SECTION.

Progress Made Upon the Great Britain—Str in the Slocan.

THE ANNIE SHAFT.

A Splendid Body of Ore is Showing up in the Winze.

THE GREAT WESTERN MINES.

Preparations for Shipping Being Made on the Nickel Plate.

THE SIDEWALK.

Meritorious Efforts of the Mayor and Council to Tidy Up the City.

THE SLOCAN METHOD.

How to Get Roads Into the Shipping Mines Districts.

MINES AND MINING

Initial Shipment Made From the Josie Mine.

GREAT WESTERN COMPRESSOR

Will be Assembled Within Five Months—A Train Load From the Mines—The North Star Lodge—Roads in the Slocan—Other Notes of Interest.

The statement that the B. A. C. was about to increase its machinery by the addition of another 40-drill air compressor, has been confirmed by the signing yesterday of a contract with the Canadian Hand Drill company for the delivery of such a plant on the 17th of January next. The plant will be a compound rope driven Rand Coriass air compressor of 40-drill power. The cost will approximate \$25,000 by the time it is set up on the ground. It will be manufactured in Sherbrooke Quebec. It will be so fitted that it can be driven by either electricity or steam, similarly to the two new compressors lately assembled at the Centre Star and at the Black Bear. There will be two plants now upon the ground the machinery was so assembled as to permit of the use of electricity at some future period the parts were arranged for steam power, while on the new plant just ordered the reverse obtains. The electric motor will, of course, be separate from the air compressor itself.

This plant is gaged at 40-drill power on a 3 1/2 inch steel basis, and not on that of a 2 1/2-inch drill, so that there will be a deduction for the difference in the size of the steels used. This is said since it is by no means unusual for the air compressors to be rated as to their drill capacity on a 2 1/2-inch drill basis, whereas in this case 3 1/2-inch being used, a deduction has to be made when calculating the number of drills of the size usual in this camp that can be supplied with power by the plant. There is another deduction which is also made, which is due to the altitude of Rossland, 3,400 feet. The air has not the same pressure here as at sea level. The Canadian Drill company state that this has been provided for also in the specifications of the intake pipe being made of greater diameter so as to overcome this deduction and the plant will otherwise be of the real, not nominal capacity stated, viz: 40 drills.

The fly wheel of the machinery will be 18 feet diameter and will be driven at a speed of 70 revolutions a minute. The main shaft driving the machinery will therefore, travel at the rate, allowing for slip, of 4,000 feet per minute. Another feature of interest is the intercooler, which will preserve the form it assumes on the plants already in the camp. Though not particularly handsome, the huge cylinder is eminently practical. The specifications call for an intercooler of 50 inch diameter and 16 feet in length. It will possess a cooling surface of 2,000 square feet. It is claimed for this class of engine that the compressed air after passing from the low pressure cylinder through the intercooler to the high pressure chest, its temperature is so lowered that it is under the temperature of the water of the lake, and in fact, is as cool as the stationary air. All the modern improvements in the way of valves, etc. are called for by the specifications. The plant will be driven at a horse power rating of 600.

The electric motor which is to be installed, has not as yet been contracted for, but the necessary papers will be signed within a few days. The West Kootenay Power company will supply the power for the driving of the machinery.

THE WEDDING.

Mr. J. E. Saucier says that on further excavation in the pipe trench on Kootenay avenue, which is passing through a slight activity of the ground, the ledge of ore has been cut across to the extent of 16 feet. Of course it is not known whether this is at right angles to the strike but it is supposed to be approximately so. Assays are being taken of the ore found.

Rossland is indeed becoming a city of homes. Another happy couple were united in the holy bonds of matrimony Thursday. The pair were Mr. Patrick Higgins and Miss Agnes Kearney, who were married by Father Ward at the Church of the Sacred Heart. The best man was Mr. D. McDonald, and the bridesmaid was Miss Adelaide Kenney. After the sacrament, the honeymoon guests proceeded to the Kootenay, where the wedding breakfast was prepared by that eminent caterer Jack Lucas.

THE NORTHPORT SMELTER.

Progress Upon the Reduction Works of the B. A. C.

Every despatch possible is being used at Northport in order to get the increased plant of the smelter in operation by the date fixed, namely, September 15th. Much work was done in anticipation of this very increase at the time when the smelter was built, and the consequence of this foresight on the part of the original planners of the reduction works is that the present operations are much facilitated. In the meantime, however, the yard room at the smelter is getting overcrowded with ore that yet remains to be dealt with. There is an accumulation on the dumps which is approaching 40,000 tons. This has largely arisen from the Le Roi itself, but now that the Le Roi No. 2 is contributing its quota, there is a plethora of ore. So much is this the case that the latter mine has been restricted to an output of three cars a day, as may be seen by Monday's shipments. There is some room, which must be allowed for the output of the Great Western mines, as the Nickel Plate will soon be sending out its contribution to the dirt

IN DEADWOOD CAMP.

Some of the Promising Properties Now Being Worked.

One of the most promising properties now being worked in Deadwood camp is the Greyhound. This property forms one of a group of six claims through which runs the same ledge, or ore bodies similar in character and value. The group comprises the Ah There, Greyhound, Butte Fraction, Butte, Great Hope, and Marguerite. Near these are the Sunset, Crown Silver and Mother Lode. The Ah There and Greyhound are located on the McKee pre-emption, a portion of which has been platted as the town of Deadwood, which is now a thriving town. The Ah There is the most southerly of the group. On it a shaft has been sunk nearly one hundred feet, and about 50 feet of crosscutting. About one thousand feet north of the Ah There shaft is that of the Greyhound. Between these points four open crosscuts have been run in ore averaging about 60 feet in width. The shaft on the Greyhound is down 107 feet, all in ore. At the 50-foot level a drift was run east 20 feet in ore carrying values of 14 1/2 per cent copper and \$2 in gold. Drifting is now being done at 106 feet in the same character of ore as at the 50-foot level. Between the shaft and the northerly limits of the claim five open crosscuts have been run in ore ranging from 30 to 80 feet in length without the width of the ore body being determined. This gives a distance of over 2,000 feet in which the ledge has been located on the surface by open crosscuts. Surface work on the Butte fraction and suite traces the ledge through these claims in a northerly direction to the Great Hope, on which a shaft has been sunk 75 feet and about 100 feet of crosscutting has been done. Development work is now being done on this property. North of the Great Hope is the Marguerite, on which the final payment was made by Massam & Laidlaw to J. P. Harlan the past week, the money consideration of the bond being \$20,000. On the Marguerite about 150 feet of shaft work has been done and 100 feet of crosscutting. A force of six men are now at work developing the property.

It has been proved by crosscutting on the surface of the Greyhound that ledge is fully 90 feet in width, and with the values obtained so far as development has been done, if the ore body retains its surface width to a depth of 250 feet, the Greyhound will be one of the most valuable properties in the district. It is the intention of the management to continue present development until the Greenwood smelter is completed, and then ship and with returns develop on a larger scale, thus holding the stock for the benefit of promoters of the ore company. John Morrison has charge of the work. —Greenwood Miner.

MINING BREVITIES.

James Lawlor of the Big Four, is having a survey made of his property. The receiving bunkers for the aerial tramway in course of construction at the Le Roi, are making good progress in the superstructure. The new hoisting engine for the Le Roi five-compartment shaft will shortly arrive in the camp. It has already been shipped from Akron, Ohio. The crosscut from the 600-foot level of the Columbia-Kootenay, is now in nearly 600 feet. It is expected that the ledge on the Tiptop will be cut within another 100 feet. The Tiptop ledge is thought to be identical with that of the North Star now being prospected at depth from the Iron Colt.

A big shipment of ore left Rossland last night for the Northport smelter. There were 22 cars of an aggregate weight of about 660 tons. The gross value of this rock is well over 10,000. In amount there is included four cars from the Josie, which is the initial shipment of that property.

Called to Ottawa.

The Dominion government has requested Ralph Smith, M. P. P., to visit Ottawa as soon as possible. The government wishes to have his advice about the best methods for the enforcement of the new labor regulations and the consolidation law. Mr. Smith has expressed his willingness to aid the Ottawa authorities, but as the Canadian Trades Congress meets in the east early next month, and as Mr. Smith must attend its sessions, he has notified the government that he will not be able to confer with it before the middle of next month.

Premisesman's Union.

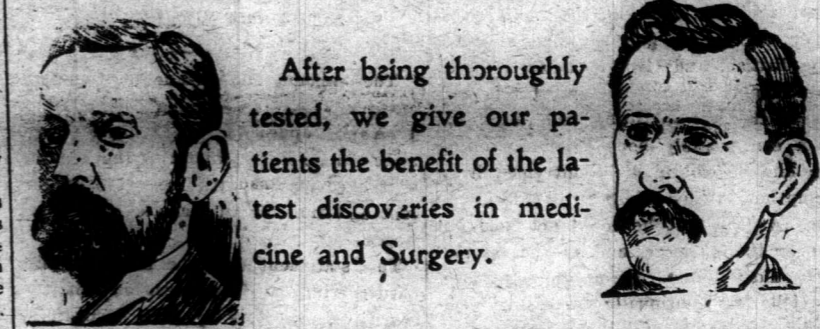
A branch of the International Printing Pressmen and Assistants' Union has just been formed in this city. The following are the officers: Thomas E. Abbott, of the Rossland Miner, president; Thomas Cathrus, of the Standard Printing company, vice-president; J. H. Fletcher, of the Rossland Record, secretary-treasurer; E. S. Durke, S. Sherglock, and Frank McKenna, executive committee.

Read the Rossland Miner.

Spokane Chamber of Commerce.

A letter has been received by Mr. H. W. C. Jackson from the secretary of the board of trade in Spokane stating that owing to the absence of a number of the representative business men of that city in the eastern states, the proposed visit of a number of the Spokane Chamber of Commerce would have to be postponed for the present. The Spokane secretary begged to assure Mr. H. W. C. Jackson that there was no idea of abandoning the proposed visit, but merely that circumstances necessitated its postponement.

Mr. J. A. Armstrong of Nelson, government veterinary inspector, is in the city. Mr. A. T. Beemer of Guelph, Ont., is staying at the Kootenay. Mr. J. H. Gowen of Spokane is staying at the Windsor. Mr. D. C. Beach of Christina Lake is in the city. Mr. P. McVeigh of Nelson is staying at the Kootenay.



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DR. W. NORTON DAVIS & Co. Hazel Block, Corner Howard and Sprague. Spokane, Wash.

THE ROSSLAND MINER'S MAP

...OF THE...

Rossland Camp

The mines and mining claims of the Rossland camp, and their buildings, 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 were constantly employed on the work for three months.

The Rossland Miner's Map

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.

Complete

Renew your subscription to the ROSSLAND WEEKLY MINER by paying \$2.10—the 10 cents to cover cost of mailing—and receive a copy of this beautiful map.

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