

ROSSLAND WEEKLY MINER.

Two Dollars a Year.

ROSSLAND, B. C., THURSDAY, FEBRUARY 1, 1900.

Fourth Year, Number 49

PROGRESS OF MINES

The Spur to the Mother Lode Being Extended.

BRANDON AND GOLDEN CROWN

A Meeting of the Directors Held in Which the Policy in Regard to Shipping Was Outlined—Work at Annual Meeting of the Sunset Co.

Mr. D. A. Holbrook, one of the enterprising pioneers of Greenwood, is in the city on a business visit. He reports that the construction on the smelter of the British Columbia Copper company, limited, at Greenwood, is making excellent progress. It is expected that it will be ready to begin active operations by June at the earliest. A residence for Mr. Paul Johnson, the manager of the smelter, and an assay office, are being erected also. Mr. Johnson and Mr. Frederic Keffer, the manager of the Mother Lode, have been in New York consulting with the officers of the company there as to the future plans.

The track of the spur to the Mother Lode mine, which is to supply considerable ore for the smelter, is being extended. One of the bridges near the Hope property is almost finished. This spur should be completed to the Mother Lode in a few days.

A new townsite has been established near the Mother Lode, on the McRae ranch. Mr. Ross Thompson of Rossland, is trying his luck with another townsite. It is near the Oro Denoro, and promises to become quite an extensive place.

The Canadian Pacific railway track is completed to Midway, but as yet passenger trains have not been run between Greenwood and Midway. It is expected that the section of the road will be shortly opened to passenger traffic. It is anticipated that a great deal of the traffic to and from Republic, will go via Midway for the reason that there is an excellent road between the two places, over which large loads can be hauled.

Mr. Holbrook says that Greenwood is growing rapidly, and a number of buildings are in process of erection there. One of the largest properties to be incorporated in the vicinity of Greenwood is the Ah There. It is in the Deadwood camp near the Mother Lode. A good strike of gold-copper ore was recently made on this property. The Ah There is owned by Greenwood and Spokane people.

Mr. Holbrook reports that there is considerable trading in the properties on Myers creek, in the vicinity of Chesney. The Poland China group is looking well and has about 17 men at work. Another large hole is being built there, and the work is progressing. From the very satisfactory way in which the mines are developing, quite a large influx is expected there in the spring.

BRANDON & GOLDEN CROWN.

Directors Outline a Policy for the Shipping of Ore.

Monday evening the board of directors of the Brandon & Golden Crown held a meeting in the Hotel Armstrong, Greenwood, to discuss the business of the company generally, and decided upon a policy as outlined by Mr. Daly, for the shipment of ore. Those present at the meeting were: President, Hon. T. Mayne Daly, Rossland; W. J. Porter of Phoenix; Andrew Kelly, Brandon, Man.; W. A. Macdonald, Q. C., Nelson; W. A. Fuller, Spokane; W. L. Orde, secretary, Rossland; and George H. Collins, managing director, Greenwood.

On Tuesday the visiting directors of the Brandon & Golden Crown Mining company, under the guidance of Managing Director George H. Collins, paid a visit to the mine. On their return the president of the company, Hon. T. Mayne Daly, Q. C., was seen and expressed himself to Greenwood Times reporter as being well pleased with the outlook for the mine and the work of development. "We propose shipping just as soon as cars can be obtained at Hartford Junction, where the steel is laid on the Winnipeg spur, a distance of a little over a mile from the mine. On the dumps we have fully 2,000 tons of ore immediately available for shipping to the smelter. Briefly, the mine is developed by a main working shaft to a depth of 320 feet, with levels at 100, 150 and 200 feet respectively. At the 100-foot level a crosscut is being run to the ore showing that was exposed on the surface by the railroad grade. This work is 120 feet. From the 150-foot level we have obtained in the drifts some of our best grade of ore. An upraise from this level connects with the No. 1 level. How we have a large body of ore blocked out for storing purposes. At the 300-foot level we are also driving a crosscut to encounter the Winnipeg lode. This crosscut has progressed a distance of 350 feet from the shaft. We have arranged to have built as soon as possible, ore bunkers. When the railroad spur is completed to the Winnipeg mine we shall be in a first class position to make steady shipments to the smelter. You can see that the board of directors are perfectly satisfied with the result of the trip; we have not only had an enjoyable time in your city, but we return home more than ever convinced of the greatness of the mines of the Boundary Creek district—and especially of the Brandon & Golden Crown."

ORE FROM THE I. X. L.

About Three Tons Taken From a Very Rich Pocket.

In the window of Mr. J. W. Spring's jewelry store there is a twenty pound specimen of ore taken from a pocket on the I. X. L. This lump contains 2500

worth of gold. There are large masses of pure yellow gold running through the quartz. It came from a continuation of the find of very rich ore that was made a couple of weeks since above the No. 1 tunnel in the I. X. L. About three tons of this rich ore has been taken out and it is thought it will run \$5,000 to the ton. There is more of it which has not yet been extracted. The intention is to send two carloads of ore to the smelter. The very rich ore will be taken down by itself as it is far too rich to be mixed with the \$30 rock which is about the value of the second class ore from the I. X. L. There is considerable more of the rich ore yet to be extracted.

Progress of the Ymir Camp.

This is our first issue in 1900, and it behooves us to look back upon 1899 and to look forward, as far as may be, upon what lies before us, says the Ymir Miner. We have not had anything in the shape of a boom during the past year; nevertheless Ymir has progressed in a remarkably steady fashion, as may readily be seen by a comparison of things as they are today with their condition a year ago. At the end of 1899 the output of Ymir camp totalled up to 170 tons only, made up as follows: Dundee, 60 tons; Porto Rico, 60 tons; Blackcock, 50 tons. Today the output of Ymir stands at over 23,000 tons, made up as follows: Ymir, crushings, 17,500; crude ore, 310; total, 17,810 tons. Dundee, crushings, 700; crude ore, 60; total, 760 tons. Porto Rico, crushings, 4,400; crude ore, 60; total, 4,460 tons. Blackcock, crude ore, 238; total, 238. Grand total, 23,293.

This figure, however, represents but a small proportion of the four mines contributing. Not one of them has had a full year's work. The Ymir mill has been in operation since the beginning of April only, and has lost about two months since then. The Dundee only run one month, the Blackcock two months and the Porto Rico about six months, so that the actual output during the year is not half the potential. During 1900, however, we may confidently anticipate that the output of Ymir camp will go up rapidly. Indeed, if present plans are consummated, Ymir will have a rate of output in excess of that of any camp in British Columbia with the exception of Rossland.

It may be calculated with a reasonable degree of certainty that during 1900 both the Vancouver and the Good Hope mines will join the list of producing mines. With less certainty, but on the strength of present projected plans, the Rainy Day, Wilcox and Big Horn mines may also be expected to become producers, the two former by the erection of stamp mills and the latter by shipments. The Ymir and Porto Rico mines are both doubling their present crushing power, and with these additions Ymir will be an excellent free milling camp of British Columbia. The number of stamps falling in its vicinity will be far ahead of those near any other camp. The following will show the approximate monthly output of the mills as it may be expected to appear towards the end of the year:

	Monthly Stampings.	Crushings.
Ymir	80	4,000
Porto Rico	20	1,500
Tamara	10	750
Good Hope	5	375
Dundee, concentrator	1	1,500
	115	10,125

This figure represents the minimum which may be expected from the stamp mills which will then be in operation. If the Rainy Day and Wilcox mines fulfill their present plans the crushing will be further increased to say 11,500 tons per month. To this must be added the output of crude ore from the Blackcock, Dundee and possible the Big Horn. It is, of course, impossible to estimate what these shipments will amount to, but we think we are well within the bounds of probability when we say that towards the fall of 1900 we confidently anticipate that the total output from the mines of Ymir will be in the neighborhood of 12,500 tons per month, or at the rate of 150,000 tons per annum. It will, of course, be well on in the year before this rate is reached, and it is possible that other mines not here figured upon, such as the Porcupine, Nevada, Bullion and others may join to swell the list. We should say that a fair estimate of the coming output for 1900 would be 100,000 tons, of which Ymir mine alone will be responsible for some 70,000 tons. The total output from Rossland camp for 1899 was 183,000 tons, or more than double any other camp in British Columbia. Next year, however, we have reason to hope that Ymir will make an easy second.

MINING NOTES.

Superintendent Chamberlain yesterday sent another carload of ore to the Northport smelter from the Evening Star mine. Articles of incorporation of the Evening Star Mines, limited, have been filed at the capital. This is the company which succeeds the Evening Star Mining company. The capital stock has been reduced from \$1,500,000 in \$1 shares, to 200,000 in ten-cent shares. The stockholders are to get one share in the new company for one share in the old. There are 500,000 shares in the treasury, which are to be taken by Mr. George B. McAulay and associates, and the money so derived is to be applied to the development of the property.

On the O. K. work is still progressing in what is known as tunnel No. 12. The work is being done at the instance of the Old National Bank of Spokane.

Is Developing Well.

Mr. W. Y. Williams, manager of the Old Ironsides in the Greenwood camp, reports that the ore body recently encountered on the 300-foot level of that property is developing exceedingly well, and that there is a decided improvement in the grade of the ore both in copper and gold.

FROM OTHER CAMPS

Mining Notes of Interest From the Kootenays and Yale.

GREAT ACTIVITY IN BOUNDARY

The Payne Mine Starts Shipping Again An Open Winter in the District. Generally—News of East Kootenay, the Slocan, Ymir and the Boundary Country.

The fact that the present winter is proving an open one throughout the Kootenays and Yale generally has enabled mining operations to make much better progress than usual at this season. In the Slocan all attempts to settle the labor question have failed, and some of the mines are bringing in miners from outside of the district. The Boundary country continues to be the scene of very active progress. The list of shippers from the district is growing, and in all the various camps good work is being accomplished.

Appended are mining notes of interest from the Slocan, Ymir, East Kootenay and the Boundary Creek country.

THE SLOCAN.

The Ore Shipments for Last Year of Some of the Mines—Payne Shipping Again.

Last week's ore shipments totalled up 285 tons.

Rawhiders are complaining of lack of snow.

Two more carloads of ore were sent out by the Rambler last week.

One hundred and fifty tons of ore was sent out by the Queen Bess last week.

The Payne enters the list of shippers for the year with 165 tons to its credit.

The Smuggler group is turning out a bonanza for the Warner-Miller combination.

Almost all the machinery has arrived for the Wakefield concentrator, and it is expected to be in running shape shortly.

A recent assay made from ore taken from the Butte, on the north fork of Ten-Mile, went \$35 in gold and \$781 in silver to the ton.

Last week the lower drift on the Hartney opened into a promising body of ore. Rawhiding from the property has ceased owing to lack of snow.

The long crosscut tunnel of the Ivanhoe is now in over 400 feet after two months drilling. It is said 700 feet more will strike the vein.

Appended is the number of reports registered at the New Denver office in 1899:

Locations	Assessments	Cash in lieu of assessments	Certificates of improvement	Transfers	Abandonments	Water right permits	Free miners' certificates	Deeds to companies	Special do to individuals
303	778	\$3,000	80	57	12	9	808	31	7

The total amount of ore shipped from the Slocan from January 1, 1893, to June 30, 1899, was 15,113 tons. From July 1, 1899, to December 31, 1899, the shipments were 4,310 tons. Following are the shipments from January 1, 1900, to January 30:

	Week.	Total.
Payne	105	105
American Boy	150	20
Queen Bess	150	20
Rambler	40	20
Surprise	20	20
Florida	20	20
Boon	20	20
Total tons	295	525

The following mines have furnished the mining recorder at New Denver with information regarding their shipments of ore last year, and the total amounts since the several properties commenced operations, in tons:

	Shipped in 1899	Total Ore Shipments
American Boy	64	64
Antoine	25	25
Boon	600	600
California	50	50
Capella	3	3
Com	6	6
Emily Edith	60	60
Marion	19	19
Miller Creek	80	80
Silver Co.	88	400
Mollie Hughes	53	108
Monitor	200	600
Silver Bell	76	108
Noonday	600	600
Reco	244	600
Ruth	15	11,231
Sapphire	33	123
Slocan Star	625	20,394
Vancouver	400	720
Vulture	500	3,800
Queen Bess	1900	331
Hockland	331	331

The managers of the following mines have not furnished the information requested: Payne, Ajax, Last Chance, Treasure Vault, Red Fox, Trade Dollar, Noble Five, Idaho, Jackson, Dardanelles, Wakefield and Comstock.

EAST KOOTENAY.

Recent Strike in the North Star—Work on the Sullivan and Big Chief.

The development of the Big Chief will be pushed during the coming season.

Work on the Quantrell group on the North Star Hill is progressing satisfactorily.

With just a little more development the company operating the Old Abe mine on Bell river will be in a position to ship ore. Some fine specimens of ore were re-

cently brought up from the mine. It is the finest ore yet taken from that section. It is high grade, some of it assaying over \$100 to the ton.

Late reports from the Sullivan mine are to the effect that as the work progresses the mine is improving. The amount of ore which can now be extracted for shipment will keep the North Star branch busy.

Work on the Black Bear mine near Kimberley is progressing rapidly, and by the time the railway is completed the company will make a shipment of ore. The property is favorably located for shipping facilities, the railroad passing over the property less than 50 feet from the main opening.

The recent strike in the North Star is of even more importance than at first reported. The new ore body is ten feet high and covers an area of 150 by 200 feet, and increases the amount of ore in sight by 15,000 tons. The ore is of good grade, being high in lead and low in silver. It is connected with the old ore body. The 600-foot tramway will probably be completed about the middle of the month. When finished it will represent an expenditure of \$20,000. The company is now building a 350-ton ore bin at the terminus of the North Star branch railway.

From what can be learned there is not so much snow in the mountains as is usual at this season of the year, and it is predicted that the mining season will commence much earlier this season than last. If this is so great progress may be looked for in the mineral development of the mines in this district. In fact, many have been worked all winter. In the Windermere country last year it was almost impossible to get in the mountains until July, but during the present winter mines 7,000 feet above sea level are being worked. It is a good thing that the conditions have been so favorable for development in high altitudes.

THE BOUNDARY COUNTRY.

Long List of Working Properties—Rapid Progress Being Made in all the Camps.

Good progress is reported in the running of the tunnel on the Phil Sheridan claim of the Earthquake group.

One has been struck on the Hartford claim in Greenwood camp. At a depth of 60 feet the shaft came into a fine showing of copper.

The strike in the Old Ironsides at the 300-foot level is growing greater all the time. They are now 30 or 35 feet in ore.

The carload of ore shipped to the Trail smelter from the Oro Denoro mine in Summit camp netted the owners \$15 per ton.

The Jewel in Long Lake camp, which has its four-drill compressor plant in position to render service.

Six men are employed on the Volcanic. The big tunnel to tap the ore body 1,500 feet from the surface, is driving ahead.

A splendid strike is reported on the 60-foot level of the Strawberry claim in Brown's camp up the North Fork.

At Myers Creek active development is being carried on in connection with the Review, Poland China, Crystal Butte, War Eagle, Mountain Chief, Copper Queen and Beekhorn.

The B. C. mine in Summit camp shipped the first lot of ore on its 60,000-ton contract Friday, the 19th. There are 50 men on the company's payroll.

Max Kuntz is preparing to begin active operations at once on the Iron King, Chancellor and Kupper Queen.

The machinery recently installed on the Buckhorn property in Deadwood camp has been started up and is now running smoothly. The Buckhorn is now hoisting from the 100-foot level.

The second clean-up from the Waterloo mine at Camp McKinley has just been made, and resulted in the production of a neat little \$2,000 gold brick, the production of 20 days run with the stamp mill.

They expect to reach the pay streak in the Mammoth at Camp McKinley any day. The drift is now all in quartz carrying good values. Not having been cross-cut, the width of the ledge is not yet known.

In addition to the Brandon & Golden Crown, there will be another shipping mine in Wellington camp as soon as shipping facilities are provided. Duncan McIntyre, managing director of the Winnipeg mine, says that as soon as cars are available he will be able to ship a carload of ore daily to the Trail smelter.

The machinery plant to be installed on the Bonanza, in Knight's camp, arrived last week, and Al Call, who had the hauling contract, loaded it on wagons and started up the river to take it to the property. The plant consists of a steam pump, hoist, etc., sufficient to work the claim to a depth of 300 feet or more.

The Mother Lode mine is preparing to increase its force largely. The main shaft is down 325 feet, and at the 300-foot level a station is being cut out. They are also making preparations to install the new engine, which is daily expected to arrive. It will be 4 1/2 feet in size. The connection from the old workings down to the 200-foot level has been completed. A very large plant will be installed in the spring.

The new machinery for the Pathfinder has arrived in Grand Forks and is being hauled to the mine. It consists of one 50-horse power boiler of latest pattern, one 7x10 drum cylinder hoisting engine with drum 20x24, capable of lifting 4,000 pounds from a depth of 400 feet; a 3 1/4 Little Giant Rand drill and a Snow duplex pump of the capacity of 200 gallons per minute.

The legal difficulty regarding the ownership of the Seattle, a most promising mineral property on the north fork of Kettle river, has been settled, title there to by a recent court decision at Victoria.

The original locator and owner, J. Moran has sold his one-fourth interest in the Okanogan claim to George B. McAulay of Greenwood. The Caribou, owned by a mining company of that name, of which Mr. McAulay is president, ad-

joins the Okanogan. The sale figure is stated to have been \$20,000.

A tunnel has been started on the Kettle W., which adjoins the Pathfinder, on the North Fork. The intention is to drive it to the heart of the claim at a depth of over 200 feet. It is believed the tunnel will cut the various ledges of the property and determine which one carries the pay chert.

There are 2,000 tons on the dump of the Golden Crown and a large body of good shipping ore blocked out in the mine, which is now capable of an output of 20,000 tons from work already done. The main working shaft of the mine is now down 320 feet, with crosscuts at the 100, 200 and 300-foot levels. At the 100-foot level about 125 feet of crosscutting has been done. At 150 feet a crosscut has been driven and fine ore encountered. An upraise connects the two crosscuts, and a large body of ore has been blocked out. On the 300-foot level another crosscut, now in some 350 feet, is being driven to strike the ore body. Ore bunkers are to be constructed at an early date, and on the finishing of laying steel to the dump, a season of steady shipments of ore to the smelter is to be inaugurated.

YMIR.

The Yellowstone Mill—The Second Stamp Mill for the Ymir.

The Yellowstone Mines, Limited, has nearly completed the installation of its ten-stamp mill.

So far six carloads of machinery for the second stamp mill have arrived at the depot, and loads are being taken up to the Ymir mill daily. It is probable the extra 40 stamps will be ready to run about the end of March next.

Certificates of improvement have been issued to the Delight Gold Mining company of Hamilton, Ont., for the Delight, Woodstock, Calgary and Atlantic claims on Toad mountain. The Delight company is an offshoot of the Hamilton and Rossland company, which owns the Tennessee here, and its shares are mostly held by the shareholders of the latter company.

The tunnel on the Big Horn property is in over 100 feet, and is approaching the smaller vein, which crops up on the surface with a width of three feet. The indications in the tunnel are such as to lead to the expectation of finding pay ore in this vein. This, however, will be but a side issue, as it is not expected to strike the big main body until at least another 100 feet have been driven.

OUTPUT FOR JANUARY.

Nearly 24,500 Tons—Details of the Ore Shipments for the Month.

The ore shipments from Rossland camp for the month of January total 24,432.5 tons (approximately). The corrected figure will probably be a little higher. As stated early in the year, the tonnage is calculated weekly on a basis of 31.5 tons to the carload for the Le Roi, War Eagle, Centre Star and Iron Mask output; 22.5 for the Monte Christo, and 25 for the Evening Star, I. X. L. and Giant. These figures are as close an approximation as it is possible to get, and are sufficiently near the exact tonnage for all practical purposes. An effort has been made, however, to get the smelter weight figures month by month, but it always takes some days after the end of the month before they can be obtained. If possible, the corrected returns for January will be published in the weekly mining review appearing in next Sunday's issue. The total given of 24,432.5 tons may be relied upon as being very close to the exact tonnage for the month. If even the average obtained during the first month of the year is maintained, it will be seen that the ore shipments for 1900 should go well up to the 300,000-ton mark. A steady increase in the output, however, is looked for with good reason as the year advances, so that the total mentioned should be passed without much difficulty.

The daily average output from all the mines for the 31 days of January was 788.1 tons. The average for the Le Roi was 298.7 per day; for the War Eagle, 265.3 tons; for the Centre Star, 181.8 tons; for the Iron Mask, 82.1 tons and for the combined War Eagle and Centre Star output (15,800 tons) 447 tons. Calculating the general average value of the shipments at \$18 per ton, the output for the month shows a return of \$439,776.50. So far as the smelters are concerned, the Northport smelter obtained 9,323 tons and the Canadian smelter at Trail 15,109.5 tons during the month.

Appended is a detailed statement of the shipments for the month:

Ore Shipments for January.

	Tons.
Le Roi	9,198
War Eagle	8,221.5
Centre Star	5,683.5
Iron Mask	976.5
Evening Star	25
I. X. L.	50
Monte Christo	273
Giant	50
Total tons	24,432.5

The Ethel Group.

Superintendent Chamberlain is in from the Ethel group, which he is operating for the Pavo Consolidated Mining company. On the 63-foot level at a point 55 feet from the shaft, the ledge has been met. This has now been crosscut for a distance of ten feet. The ledge is filled with mixed ore. The ore is a pyrrhotite. The formation on the foot wall is granite, and on the hanging wall diorite. Two shifts are at work. The intention is to put in a steam hoist and a steam drill.

Certificate of Improvements.

The Evening Gold Mining company, limited, on the Evening mineral claim on Nigger mountain, in Yale district, has obtained a certificate of improvement.

BIG BULLDOG BORE

It is Completed and Track is Now Being Laid.

ITS LENGTH IS 3,200 FEET

It Will Do Away With the Centipede-Like Switch-Back, With Its Many Legs, Over Which the Cars Now Climb Buldog Mountain.

The 3,200-foot tunnel under Bulldog mountain has been completed, and the work of laying the track through it is now in progress. It is expected, therefore, that trains will be running through this tunnel within the next few days. The site of the tunnel is 16x23. The contract for the tunnel was awarded to Foley Bros. & Larsen. The price is not definitely known but it is claimed that they were to receive \$62 a foot, or \$198,400 for the entire work. The contract was subject to McLean Bros. for \$50 a foot, it is claimed. They procured a 14-drill compressor plant, and in July, 1898, had bored 715 feet on the east end, and 279 feet on the west, or a total of 1,004 feet, by the 15th of June of last year. Then they threw up the contract, claiming that they had made nothing by their year's work, and could see only more loss ahead of them by continuing. The reason for the losses sustained by the McLean Brothers was because they struck about 250 feet of soft ground at the east end, which was hard to timber, and made the progress slow and expensive. Foley Brothers & Larsen, the original contractors, took up the task where it had been laid down, and went on with the work.

The 14-drill compressor broke down and they were compelled to put in another one of eight drills, all with the tanks, cars and other paraphernalia, about \$25,000 worth of machinery was purchased. When everything was working in full swing in each side of the bore, there were 90 men on each side, or a total of 180 employed. The task was a big one, and it is thought the contractors made only a small profit. There are 300 feet from the portal at the east end of the tunnel which will have to be timbered. The plant has been removed to Trail, where it is now stored.

The completion of this tunnel will do away with the use of the switchback over Bulldog mountain. This switchback is six miles in length, and has six legs on the east and five on the west side. The grades over the switchback are sometimes over four per cent.

These cars could be taken over at a time. This caused a delay of an hour to passenger trains. Freight trains were often delayed longer than this.

The completion of this tunnel will greatly expedite the exit and entry into the Boundary Creek country, and it is anticipated that there will be considerable ore come out of that section. It is thought the railway company did not hitherto care to haul much ore out of the Boundary country on account of the difficult haul over the switchback.

The patrons of the company think that a Pullman car should be put on between Rossland and Greenwood, so that when they are travelling between the two cities which is rather a long and tiresome journey, they can be fairly comfortable.

A FAIRVIEW PROPERTY.

Domion Consolidated Mines Company Making Good Progress.

The recent report of Mr. T. H. Tretheway on the properties owned by the Dominion Consolidated Mining company, near Fairview, in Southern Yale, makes a very good showing of the progress attained to date. Mr. Tretheway speaks of the property as the most promising one out of some 300 examined by him during seven months of last year. The mine has a large force of men at work, and the new machinery is nearly ready for work. The tunnel is all in ore and is in 100 feet. It is run on the lowest of the levels, while a shaft has been sunk on the central claim a distance of 110 feet, the ledge at the crosscut being 23 feet wide. The mine machinery just put in place, consists of a six-drill compressor plant from the Rand Drill company. The property is situated but a few miles from Fairview, and there is no difficulty of access. It is stated that the cost of mining and milling is only about \$2.50 per ton, so that every advantage seems to be in favor of the company and their property. The company was incorporated in 1898, and has a capital of \$500,000 in 25-cent shares. The group of claims consists of the Dominion, A. D. C. and Fairview.

A NEW MAP.

The Buildings, Residences, Hydrants and Other Particulars Given.

Mr. C. E. Simpson, draughtsman of Rossland, has