

THE MINING REVIEW

The Ore Shipments Last Week Were 2,952 Tons.

STRIKE ON WAR EAGLE

Water Interfering With the Mines-The Victory-Triumph Taken Over by a New Company-Notes on Many Properties.

The week has been a quiet one in the mining circles of the camp. The annual spring flood has more or less affected all the properties. The Great Western remains closed down, and work will not be resumed until the new machinery is installed. Several other properties have been temporarily flooded out, and it will be a short time before work can be recommenced.

There is only about half the usual quantity of snow on the hills this spring, and there is every indication that this will pass away quickly and quietly. Indeed, there is some apprehension of the water supply falling short of requirements this coming season, so that the present trouble with the water in the mines is not likely to be of long duration. Weekly shipments are holding up to the 3,000 ton mark fairly well, considering that the War Eagle has not yet started to ship in earnest, owing to the working of old ore, that must first be got out of the way. It will take at least another week to accomplish this, and then the shipments should reach the five thousand mark easily.

The explanation of the closing down of the Victory-Triumph came during the week. The mine has been acquired by the Trail Creek Mining company of London, Eng. The capital of the new company is £120,000, and a fund for further development, of the mine of £30,000 is provided. The coming season should see the property well advanced to a paying basis.

The Le Roi, War Eagle, Centre Star, Columbia-Kootenay and the other properties so well known in the camp all report steady, progressive work, with good results.

The Ore Shipments.

The shipments of ore from the Rossland camp during the past week were nearly the same as last week. The Victory-Triumph, War Eagle, and Centre Star have not yet commenced, though a little more ore was shipped last week than during the previous one. The Rossland shipments were slightly smaller, and those of the Iron Mask a little larger than in the week ending April 8 and for the year to the same date are as follows:

Mine.	Week tons.	Year tons.
Le Roi.	4,375	16,522
War Eagle.	408	4,790
Centre Star.	108	676
Iron Mask.	108	676
Deer Park.	25	18
Total tons.	4,924	22,692

War Eagle.—At the foot of the main shaft in the War Eagle, now down 725 feet, six feet of solid ore has been encountered. Assays taken this week demonstrate that the ore will average \$30 per ton, and the management is naturally pleased.

Despite the fact that there is considerably over a thousand tons of broken ore in the workings, the shipments still continue to be on the small side. "It is very dry work," says Manager Hastings yesterday, "getting out this accumulation. It will be another week yet at least before we get the mine into shipping shape, but once started, we will make things lively." As stated last week, rapid sinking is now the main aim of the management. The rest of the mine will soon be in a shape to take care of itself. Meanwhile, the work of the week just ended. The shipments are made under the agreement with the Trail smelter to ship at least 200,000 tons within 24 months. It is understood that the time mentioned—two years—will not commence till June 1 next, but the shipments will be increased as rapidly as the circumstances will permit. At the present time no ore is being broken except on the 625-foot level. The tramway from the big hoisting plant down to the main shaft, and the Western railway switch on the Centre Star ground, is ironed and ready for use. One side of the new hoist is working, and all the ore shipped out at the 250-foot level. The object of this work has been running right off and on all week, and was working away all right yesterday afternoon. It will, however, be some time yet before the War Eagle company will take over the whole plant.

At present there are several distinguished guests at the comfortable headquarters of the company, the party being made up of mining men from all over the coast to the camp for the famous law suit with the Iron Mask company, and the legal advisers of the War Eagle consolidated. Although the trial will not begin until the 18th instant all hands are busy preparing for the fray.

Le Roi.—W. A. Carlyle, the general manager, is able to move about a little, and hopes to be out before long. The mine shipped out 2,376 tons this past week, or nearly 350 tons per day, enough to keep the Northport smelter well in ore. The returns from the week's shipments have been very satisfactory, and the big mine is fairly on the way to make a record run. The Le Roi has paid out in actual profits to date, \$895,000, or within \$5,000 of the even million paid by the Payne. This is made up by the declared dividends, and the result of the clean-up paid over to the former owners by the present company at the time of the transfer. It will be a sharp race from this out between the Le Roi and the new Payne company. Both are now in good shape to make a high monthly return. From what can be learned concerning the March returns of the Le Roi shipments, it should not be long before the property again takes its proper place at the head of the list of dividend-payers.

The Joseph Leiter.—Albert G. White returned yesterday from Sophie mountain where he and his men have been working on the Joseph Leiter claim. During the week they have gone through the foot wall of lead No. 2, and as soon as they got through a stream of highly mineralized water gushed forth. This was not surprising, but the water was as red as blood. There is every indication that a fine body of ore will soon be encountered, and this will soon be determined by the work this week.

Centre Star.—There is nothing special to add to last week's report on the Centre Star. The same number of men are employed, and work is steadily progressing. The temporary hoisting building is nearing completion, and the C. & W. sidetrack will be finished in another week, when if desired, shipping could commence.

Sunset No. 2.—The shaft on ledge No. 3 has reached a depth of 25 feet. The entire bottom of the shaft is in fine looking copper ore. The management is greatly pleased with the encouraging showing at this point. In the main shaft, at the 350-foot level, a station and tank is being cut out. There are 25 men at work, and the property is reported by the management to have never looked better than at present.

Spitzee.—The surface water began to come into the shaft on Thursday, and on Friday it interfered so much with the operations that it was decided to shut down. Operations will be resumed as soon as the water is over. The shaft had reached a depth of 42 feet when work ceased. This shaft was sunk to this depth in 17 days by four men. This is considered rapid work.

Iron Mask.—Work is steadily going on in the Iron Mask, and the indications are improving constantly, though no new strikes have been made during the past week. The good showing of ore in the bottom of the shaft is continuing, and indeed getting better as work progresses. Shipments have been slightly increased during the week, and the increase will be greater in the coming week.

Iron Horse.—Crosscutting is in progress to the north and south on the 300-foot level. The north crosscut is in a distance of 135 feet, and the south crosscut 110 feet. The good showing of ore in the bottom of the shaft is continuing, and indeed getting better as work progresses. Shipments have been slightly increased during the week, and the increase will be greater in the coming week.

Mascot.—The showing is improving some in No. 3 tunnel, which has been driven in a distance of 416 feet. No. 2 tunnel has been driven for a distance of 585 feet. Work in the mine is making good progress, and it will not be a great while now before a depth of 100 feet will have been reached.

Snowshoe and Southern Belle.—The mine has reached a depth of 85 feet, and there is an excellent showing of ore in the bottom of the shaft. The good showing of ore in the bottom of the shaft is continuing, and indeed getting better as work progresses. Shipments have been slightly increased during the week, and the increase will be greater in the coming week.

Gertrude.—The new 50-horse motor and hoisting engine, which was ordered in progress, is now down about 170 feet. The intention is to continue this sinking to the 200-foot level, when crosscutting on that level will be commenced.

Iron Coal.—Drifting on the ledge is still in progress. The ore is increasing in value. As soon as J. Ferguson McCrae returns from the east it is anticipated that work will be pushed with even more vigor than now. A large fund for this purpose has been provided.

Nickel Plate.—Work is progressing as usual, but water is causing a good deal of trouble. Three hundred gallons a minute are being pumped out. A larger pump is being installed, and, as stated, will be shortly installed.

Homestake.—The crosscut from the 200-foot level to the west is in 120 feet. There is no change as the crosscut is being run through the country rock for the purpose of finding the vein.

Virginia.—Drifting east and west is in progress on the 300-foot level. There is said to be a good showing of ore in the west drift. Drifting east is in progress on the 500 foot level.

Wallingford.—Samples of the formation from the breast of the tunnel, brought in yesterday, very encouraging. It shows a decomposed porphyry, very much mineralized. The tunnel is in 287 feet.

Jumbo.—Tunnel No. 3 has been driven for a distance of 200 feet. The tunnel is being run in ore for the past 25 feet. It is anticipated that the main ledge will be tapped in the next 50 feet.

Commander.—The workings are flooded with water and the property has been shut down pending the purchase and installation of a compressor plant.

Great Western.—On account of water, the Great Western will remain closed down until the new machinery, including portable pumps, is installed.

Big Four.—Surface water has filled up the workings. Work has been suspended till the trouble from this source is over.

Umatilla.—Work is progressing on the shaft, and the outlook is of an encouraging character. There is a fair showing of ore.

Lilly May.—Drifting is in progress from the 200-foot level. The drift is in 53 feet and the face is well mineralized.

THE CASQUETTE ROCKS.

Where They Are Situated—Description of the Wrecked Steamer Stella.

Les Casquettes, or the Casquette Rocks, as they are called by the English, on which the steamer Stella was recently wrecked, are the most dangerous rocks between the south coast of England and the channel islands. Many vessels have been wrecked upon these rocks.

The rocks are situated about two miles west of the Island of Alderney. They rise out of the water like the points of so many needles. They are dangerous from several causes. The strong currents in the Atlantic on the west sweep up the English Channel and dash upon the rocks with great fury, even in calm weather. In foggy weather the rocks are even more dangerous, and the vessels are given time for both these reasons.

The rocks lie almost in a direct line between the Southern coast of France and Guernsey and Jersey. Vessels making for Guernsey have to steer several miles west of the Island of Alderney and out of a direct course to avoid the Casquettes.

In bad weather the vessels make a wider sweep around the Isle of Alderney. Jersey is the first place the vessels call at after passing the Casquettes.

The Stella was one of the stanchest sea boats in the service of the London and Southwestern Railway company.

She was a steel twin screw steamer, schooner rigged, with double decks and a gross tonnage of 1,050 tons. She was built in 1890 by J. & G. Thompson, of Glasgow, for the London and Southampton Railway company, and was engaged on their line from Southampton to the island of Guernsey.

Her length was 253 feet, breadth of beam 35 feet, and she drew 15 feet of water. She was registered from Southampton.

She was fitted with electric lights and the latest improvements. She was built especially for the mail service, and was one of the fastest boats crossing the channel. The Frederica and Lydia are sister ships. They have powerful engines, and make a speed of 18 knots.

The Stella was the pride of the line. She made the trip from Southampton to Guernsey and Jersey in 8 hours, and to Jersey in 10 hours. She had carried passengers for 130 first class, 70 second class and 200 third class passengers.

Cleaning up the City.

Dr. Reddick, the health officer, and S. Fortney, the sanitary inspector of Rossland, have issued notices that "All occupants of dwellings, within the city limits, are hereby notified to clean up their yards forthwith, and to have all garbage removed to the city dump." The notices were distributed in many parts of the city yesterday and the laws relating to health matters will be strictly enforced.

The Broad Gauge Track.

Work on the Canadian Pacific railroad from Trail to Rossland will commence shortly and be rushed through, so that the broad gauge will be in Rossland by the 1st of June at the latest. The ties have been laid along the road, and the rails are ready to be laid down so soon as the frost is sufficiently out of the ground.

MINER'S CHARGES PROVEN

Sir William Admits That Old Rails Were Laid on Crow's Nest Pass.

He Gives a Very Lane Excuse for Using Damaged Material—Promises Are Still Made.

Montreal, April 8.—Sir William Van Horne, president of the Canadian Pacific railway was asked by a correspondent if he had read the Rossland Miner's charges regarding old rails on the Crow's Nest Pass railway. Sir William's reply was as follows: "When the Crow's Nest line is fully completed it will be just as good as the best sections of the main line, but we have learned better than to put our heaviest rails on new earthworks, where they would be damaged during construction and early operations. On a great part of the Crow's Nest line the heaviest rails are already laid, and the rest will follow in due course, as soon as we deem it wise to put them down."

THE P. BURNS COMPANY.

Eighteen Butcher Shops in Different Sections of the Province.

Within the last few years the Kootenay mines have made many poor men wealthy, and have created a diversity of industrial enterprises. Mr. Burns, the founder and head of the P. Burns company, left the province of Ontario some 20 years ago and homesteaded in Clatskanie, near the mouth of the Columbia, where he was engaged in farming, but finding that the enterprise and ambition, he rented his farm and took contracts for breaking land for some of the bonanza farmers near Brantford, Ontario, and following the success of his enterprise, he moved to Vancouver, where he reached Calgary, where he secured a government contract for supplying beef to the Blackfoot Indians, followed by one for supplying the railway camps during construction in the mountains. When the Kootenay mines opened up he was on the spot, and as each new camp was started he opened a branch, until he now has some 18 shops running throughout the different districts, viz: Calgary, the head-quarters for the cattle business; Nelson, the head-quarters for the meat trade; Trail, Ymir, Kaslo, Ainsworth, Rossland, Sandon, New Denver, Silverton, Slovan City, Kamloops, Elkton, Cranbrook, Grand Forks, Greenwood, and Midway. But this does not cover the extent of the P. Burns company's operations, as Mr. Burns has just purchased the large cold storage warehouse in Vancouver, which he proposes enlarging and refitting with new plant at an early date, so that Vancouver and Victoria dealers may find a new competitor. They know that with adequate refrigeration facilities each new arrival would be a potential source of wealth to the district and the province.

The assertion of the opponents of the road that the line would not be used to build up the country which it would traverse, seems to be founded on hypothesis and prejudice. This statement was repeated at the meeting of the Victoria board of trade, and was vigorously refuted in Ottawa, regardless of the fact that Mr. Corbin has enunciated in terms his intention to give British Columbia full value for the privilege granted to him, and that the number of unemployed was already very large. The Miner, with Rosslanders generally, has no lack of local patriotism. They know that with adequate refrigeration facilities each new arrival would be a potential source of wealth to the district and the province.

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IN FAVOR OF CORBIN CHARTER

Attitude of the Eastern Press—An Article in the Toronto Globe.

It is expected that the application of D. C. Corbin of this city, for a charter for his Kettle River Valley railway will come up before the railway committee of the Dominion house of parliament at Ottawa in a short time, says the Spokesman-Review.

There are 225 members of this committee, and in Eastern Canada that the sentiment of a majority of the members is decidedly in favor of Mr. Corbin's application.

"I have not yet decided whether I shall go to Ottawa myself to look after the matter or not," said Mr. Corbin last night. However, I shall be represented there. Yes, I have noted the many expressions in my favor in Canada recently, and I think the railway committee will look at the application in a more favorable light than it did previously."

The Kettle River Valley railway, as projected, is to leave the Spokane Falls & Northern at some point in Stevens county, proceed thence up the Kettle river in a northerly direction to a point on the boundary line, thence across into Canadian territory, following the valley of the river as it parallels the boundary line for a distance of over 10 miles, thence on to Washington, as the river takes a bend to the southward, thence on up the valley across the boundary line once more, and into the Boundary Creek district.

Mr. Corbin now holds a charter for that part of the road that is to cross the Colville Indian reservation in this state. His application at Ottawa is for that portion of the line in British Columbia. He asks no land grant.

An indication of the changed attitude in the east toward the project has been had in a lengthy article in the subject published in the Toronto Globe and sent from Ottawa under date of March 31. The article says in part:

"The cause of last year's attitude toward the question on the part of a majority on both sides of the house were various. Some gentlemen gave too ready an ear to the expert lobbyists who canvassed against the measure; others held that the Canadian Pacific would, as one of them put it, 'do the square thing, both because it would be the square thing and because there would be money in it.' The action of the business men of Victoria and Grand Forks seems to show that the latter view is the correct one. In favor of allowing Mr. Corbin and his associates to build the road."

"The assertion of the opponents of the road that the line would not be used to build up the country which it would traverse, seems to be founded on hypothesis and prejudice. This statement was repeated at the meeting of the Victoria board of trade, and was vigorously refuted in Ottawa, regardless of the fact that Mr. Corbin has enunciated in terms his intention to give British Columbia full value for the privilege granted to him, and that the number of unemployed was already very large. The Miner, with Rosslanders generally, has no lack of local patriotism. They know that with adequate refrigeration facilities each new arrival would be a potential source of wealth to the district and the province."

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