

Waldemar Wallach & Co.

Mining and Financial Brokers

Offices--ROSSLAND and MONTREAL Telegraphic Address, "Wallach," Rossland

Quotations for all active British Columbia and Republic Stocks furnished by wire on application

We have purchasers for anything GOOD in the Rossland or Boundary Camps. Why not try Oro Denero?

Gold-Copper ore is what capitalists are after these days, as is evident from the fact that 100,000 shares of the Oro Denero Mine (belonging to the King Mining Company) were disposed of in three days in Montreal recently

THE ORO DENERO is in the Boundary District and adjoins the Emma, which is owned by Mann & McKenzie. It is a splendid proposition. The surface showings have NOT BEEN SURPASSED in the district. At the 50-foot level assays went as high as \$83.90. Development work is being pushed ahead night and day and a power plant will shortly be installed. We have a block of treasury shares to dispose of at 25 cents. Immediate application should be made to the undersigned,

WALDEMAR WALLACH & CO.

THE MINING REVIEW

An Important Strike Made on the Victory-Triumph Property.

ORE IS OF HIGH GRADE

The Vein Is Two and a Half Feet Wide—Iron Mask's New Electric Plant Will Begin Today—Starting of War Eagle Plant Delayed.

One of the chief features of the week was the strike on the Victory-Triumph. On the 100-foot level of that property a two and a half-foot vein of gold-copper ore, made up largely of copper pyrites, has been encountered. Assays of this ore, it is thought, will show that it is worth at least \$50 to the ton. On the same level there is an eight-foot ledge with a three-foot pay streak, which has been drifted on and found in place for a distance of 60 feet. The two and a half-foot vein, however, is the important one, and the ore brought to town from this strike is rich looking, and it seems certain that it carries high values.

The big electrical compressor of the War Eagle has not yet begun working and it is now stated that it will be some little time before it does so. Messrs. Gooderham and Blackstock, who own the control of the War Eagle company's shares, are here and will be on hand when the new plant begins work, unless this event is delayed for too long a time. The new electrical plant of the Iron Mask is scheduled to begin actual operations today. This event should mark a new era in the history of that mine, as the new plant will increase the output and soon there should be a dividend in sight. The big surface firm by the railroad the contractors on the Centre Star to the west of the shaft house excites the wonder and admiration of all who see it. The ore body exposed is 30 feet wide and it is solid and well defined. There has been an accident at the Lily May, which has resulted in the disabling of the compressor. As it will be necessary to send east for a new casting for the compressor that property will shut down for a couple of weeks and perhaps longer. The Le Roi did not send any ore to the smelter during the past week, but it is anticipated that shipments will be resumed early in the present week. As soon as the War Eagle electric plant and the Iron Mask machinery get to work and the Le Roi is again in full swing the ore shipments will rise to the last year mark of 3,000 tons and over per week.

The Ore Shipments. Shipments of ore from the mines of the Rossland camp for the week ending February 12 were very light, owing to the shutting down of the Le Roi, and consequently nothing was sent to the smelter. The shipments, all of which went to Trail, were as follows:

War Eagle.....	458
Iron Mask.....	36
Total.....	594

VICTORY-TRIUMPH.—Thomas Smirl, superintendent of the Victory-Triumph, arrived in the city from that property last evening and reported an important strike. Mr. Smirl says that a crosscut is being run west from the shaft on the 100-foot level. At a point 22 feet from the shaft a ledge two and a half feet wide has been met. The ore carries gold and copper and is reported to be almost solid copper pyrites. Assays have not yet been made, but it is thought that the ore will run \$50 to the ton. Superintendent Smirl regards this as the most important find that has yet been made in the property. A crosscut has been made to the east from the 100-foot level and another ledge has been found. This ledge is eight feet wide. The entire eight feet is well mineralized, and the pay streak is some three feet wide and the ore seems to be of a shipping grade. This ledge has been drifted on both ways from the crosscut and 80 feet of stopping ground exposed. Superintendent Smirl is greatly pleased with the outlook and is confident that the Victory-Triumph will make a mine.

LE ROI.—In the Le Roi mine there has been a delay in starting up the hoist owing to the breaking of one of the ropes. The rope was packed in canvases and not wound on a reel when sent out, and there were consequently some kinks in it. At one of the kinks the rope snapped and a new one has to be ordered, which is expected daily. The general superintendent hopes to be able to start up tomorrow in the whole mine, and to resume shipments at once. The compressor has been overhauled and everything is in shipshape except the hoist and it is now stated that it will be some little time before it does so. Messrs. Gooderham and Blackstock, who own the control of the War Eagle company's shares, are here and will be on hand when the new plant begins work, unless this event is delayed for too long a time. The new electrical plant of the Iron Mask is scheduled to begin actual operations today. This event should mark a new era in the history of that mine, as the new plant will increase the output and soon there should be a dividend in sight. The big surface firm by the railroad the contractors on the Centre Star to the west of the shaft house excites the wonder and admiration of all who see it. The ore body exposed is 30 feet wide and it is solid and well defined. There has been an accident at the Lily May, which has resulted in the disabling of the compressor. As it will be necessary to send east for a new casting for the compressor that property will shut down for a couple of weeks and perhaps longer. The Le Roi did not send any ore to the smelter during the past week, but it is anticipated that shipments will be resumed early in the present week. As soon as the War Eagle electric plant and the Iron Mask machinery get to work and the Le Roi is again in full swing the ore shipments will rise to the last year mark of 3,000 tons and over per week.

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DEER PARK.—A tunnel and a stopeway has just been completed which will make a drift in the Deer park and make it more pleasant and safe to work in. The tunnel is 70 feet in length and the stopeway is 50 feet, making a total of 120 feet. This 120 feet of work was completed in 21 days. It connects the surface with the 100-foot level and will make the air in the mine fresher. It is the intention to start a power drill to work on the 300-foot level tomorrow for the purpose of crosscutting to the ledge.

IRON MASK.—Work is being actively prosecuted in the east and west drifts on the mine, and good progress is being made. Good ore bodies are being uncovered. The mine is to be sunk 50 feet more, and work on it will be commenced tomorrow. The new electrical plant, a description of which appeared in yesterday's MINER, will be started this morning for permanent work, and before long the Iron Mask is expected to increase its shipments of ore.

CENTRE STAR.—The new buildings at the Centre Star are nearing completion. The sinking of the shaft in the tunnel is progressing well and there is a continuation of the better showing in the copper ore opened by the railway cutting. The new Columbia & Western railway line is being constructed as rapidly as possible and the trestle, which by the way will allow of double tracks, will soon be completed across the gulch. A good deal of work is being done to obtain evidence in the celebrated Iron Mask-Centre Star suit, which has to be heard on its merits in April. There is an immense surface showing in the side hill, lately made by the railway cutting, up the hill and to the west of the shaft house. Here a clean body of low grade ore 30 feet wide has been uncovered. This find has excited widespread attention.

VIRGINIA.—Coal bunkers of a capacity of 50 tons are about ready for use, and the change from coal to gas as a fuel has been inaugurated. The management feels that there will be a saving by this change of fuel. Drifting is said to be still in progress on the 300- and 500-foot levels. The presumption is that the drift on the 300-foot level will have to be driven a distance of 65 feet to tap the big ore in the Butte fraction. It is thought that the drift on the 500-foot level will have to be driven 100 feet farther in order to reach the lead that was encountered in the 300-foot level in July of last year. The shaft has been timbered and is in excellent shape.

SILVER BELL.—The Silver Bell is in the hands of the management. Ore has been met with and satisfactory assay values have been obtained. It is hoped the main ore body will be reached within a short time. Twelve men are employed. The new company has ample funds in its treasury, and is proceeding with the work of development economically and rapidly.

HOMESTEAK.—Crosscutting is in progress at the 150-foot level, and the outlook there is excellent for a good body of ore. At the 200-foot level a station is to be cut and crosscutting commenced. The intention is to continue the shaft on down to the 300-foot level, and to also crosscut from there.

IRON HORSE.—The double compartment shaft has reached a depth of 200 feet and excellent progress is being made. The work of deepening the shaft to the 300-foot level is to be energetically pushed. As soon as this level is reached drifting toward the ore body will be commenced.

LILY MAY.—Owing to an accident to the air compressor the Lily May has been shut down pending the repair of the broken machinery. As it will be necessary to send east for a new cylinder head it will be a couple of weeks before the work can be resumed.

NOVELTY.—The work of extending the tunnel is making good progress. It has been driven for a distance of about 200 feet. It is expected that the ledge will be reached when 75 or 100 more feet have been driven. There are no developments of moment.

JOSE.—The work on the upraise in the Jose is being pushed rapidly and will soon be completed, so that the mine can be well ventilated soon. In the meantime part of the work has been stopped, but some of the men are drifting on the vein.

BRITISH AMERICA CORPORATION.—During the month of January the British America corporation did 2,500 feet of tunneling, shafting, etc., on its various properties, and will probably do as much this month.

COLUMBIA & KOOTENAY.—The Columbia & Kootenay is looking well. The ore is improving in quality in each of the four tunnels that are being driven. The double compartment shaft has now reached a depth of 96 feet. When the 100-foot level is reached the intention is to begin crosscutting.

ANNIE.—There is nothing specially new at the Annie, but work is progressing well and the outlook is becoming more promising.

FOURTEEN CONSOLIDATED.—Five men are at work on the J. & J. tunnel, which has been driven in a distance of 80 feet. The shaft is in progress. There are no new developments of interest.

GREAT WESTERN.—The sinking of the shaft is still going on, and the 300-foot level will soon be reached and passed.

ATLANTIC S. S. LINES.

FROM ST. JOHN.	
Allan Line.....	Feb. 26
Dominion Line.....	Feb. 26
FROM PORTLAND.	
Allan Line.....	Mar. 4
FROM NEW YORK.	
White Star Line.....	Feb. 28
Canadian Line.....	Feb. 28
American Line.....	Feb. 28
Anchor Line.....	Feb. 28
FROM BOSTON.	
Dominion Line.....	Feb. 28

Canadian Pacific Nav. Co. (LIMITED.)

Time Table No. 23, taking effect Jan. 1st, 1899.	
VANCOUVER ROUTE.	
Victoria to Vancouver—Daily, except Monday at 1 o'clock.	
Train to Victoria—Daily, except Monday at 7 o'clock, or on arrival of C. P. R. No. 1 train.	
NEW WESTMINSTER ROUTE.	
Leave Victoria for New Westminster, Ladner's Landing and Lulu Island—Sunday at 9 o'clock; Wednesday and Friday at 7 o'clock. Sunday's steamer to New Westminster connects with C. P. R. train No. 2 going east Monday.	
For Plummer Pass—Wednesdays and Fridays at 7 o'clock.	
For Moresby and Pender Islands—Friday at 7 o'clock.	
Leave New Westminster to Victoria Monday at 12:15 o'clock; Thursdays and Saturdays at 7 o'clock.	
For Plummer Pass—Thursdays and Saturdays at 7 o'clock.	
For Pender and Moresby Islands—Thursday 7 o'clock.	
NORTHERN ROUTE.	
Steamships of this Company will leave for Fort Simpson and intermediate ports via Vancouver, the 1st and 15th of each month at 8 o'clock. And for Skidgate on 1st of each month.	
BARCLAY SOUND ROUTE.	
Steamer Tees leaves Victoria for Alberni and Sound ports the 15th and 30th of each month.	
KLONDIKE ROUTE.	
Steamers leave weekly for Whitehorse, Juneau, Dyea and Skagway.	
The Company reserves the right of changing this Time Table at any time without notification.	
JOHN IRVING, manager.	
G. A. CARLETON, General Agent.	
Victoria.	

DOES NOT WANT TO DIE.

Petition to Save Cordella's Life—Ship in Danger. OTTAWA, Ont., Feb. 11.—A petition has been received at the department of justice asking for commutation of the sentence of Cordella Vian, who with Sam Parslow, is waiting execution at St. Scholastique for the murder of her husband. Major Gourdeau, deputy minister of marines and fisheries, received a telegram from Mr. Gates, agent for the New Canadian steamship line, this morning stating there is reason to fear that the Gaspeia is stuck in ice off the Gaspe coast en route to Paspébiac. The vessel was sighted off Cape Percé. Mr. Yates asked that the government steamer Stanley be sent to her assistance, but the request cannot be complied with as the Stanley herself is fast in the ice.

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