

LATE MINING NEWS

Zala M. is Arranging to Ship to the Smelter.

REACHED A DEPTH OF 290 FEET

A Strike of Free Gold Has Been Made on the Buckingham Claim in Burnt Basin—Twenty Tons a Day Being Hoisted From the Golden Crown.

The management of the Zala M. in Sheridan camp, have completed their arrangements to commence shipments to the smelter at Trail.

By a crosscut in the tunnel 540 feet in, the ledge has been struck at a vertical depth of 290 feet.

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judgment, and he arranged to buy the controlling interest in the stock. He associated two men, James Monaghan and C. B. King, with him in the enterprise, and these two gentlemen put up \$1,500 for the majority of the stock.

They went in debt for a small stamp mill, and the machinery, after being hauled over 200 miles by wagons, was finally planted at the mine, and five years ago began pounding the rock. The expense was heavy, but they finally won out and paid dividends. McAuley and Monaghan bought out the other interests and became the sole owners. The mine paid them \$16,000 a month which they divided between them. A year ago they sold half of their stock to a Montreal syndicate for a big sum.

The mine was reincorporated for \$2,000,000, divided into 2,000,000 shares. These shares are sold daily on the Canadian market for \$1, making McAuley and Monaghan the handsome sum of \$1,000,000. It was a case of perseverance and pluck, but the mine proved to be worth millions and the wealth of these men made it possible for them to invest in many other mining enterprises with more or less success.

FREE GOLD STRIKE. Rich Find on the Empire Group on Grouse Mountain—Pioneer Group.

Mr. D. D. Birks, the secretary of the Royal Gold Mines, limited, received word Friday evening from Foreman A. H. Stiles, in charge of the development work on the Empire group on Grouse Mountain, about seven miles due south of Rossland, and just over the international boundary, that a rich find of free gold had been uncovered at the foot of the working shaft, now down some 40 feet. Mr. Birks stated last evening that it would take some more work, and be a day or so yet before the exact value of the find could be stated.

The Royal Gold company is also developing the Pioneer group, situated about 3,000 feet east of the line of the Great Northern railway, abutting on the international line. Four surface cuts from six to eight feet deep have been made, uncovering the ledge in each instance. In the southernmost cut the ledge is five feet in width, and an average assay taken from the ledge at this point, returned \$6.40 in gold. About 200 feet to the north, one of the open cuts referred to shows that the ledge has widened, and at this point has a width of 15 feet. Average assays taken from the ledge here show a value of \$7.80 in copper. Mr. Birks stated that work on both the groups mentioned would be maintained all winter.

Will Examine the Christina. Mr. Frank D. Howe, M. E., arrived in the city Saturday, and Sunday, accompanied by Mr. S. Thornton Langley, he left for the Boundary Creek country for the purpose of examining the Christina claim, which is the property of the Kettle River Mining & Development company. Mr. Howe will report on the Christina and upon his recommendations the development work will be carried on.

Development of the Oro Denoro. A letter has been received from Mr. Neil Cochrane, superintendent of the Oro Denoro, in the Summit camp, which is being operated by the King Mining company. Mr. Cochrane reports that he has ore in both No. 1 and No. 2 tunnels. No. 1 tunnel is in for a distance of 50 feet and is in ore. Before tunnel No. 2 was started the ledge was stripped across to a width of 35 feet, and along it a distance of 25 feet. This tunnel is now in for a distance of 30 feet, and its full face is in ore. The ore, he says, can be now taken out rapidly for shipment. The siding to the Oro Denoro is not yet completed.

Strength of the Miners' Unions. The following are the official figures of the membership of the Miners' Unions in the camps in Kootenay and Yale: Sandon 520, Whitewater 110, Silvertown, 130, New Denver 50, Sloan City 48, Nelson 240, Ymir 125, Rossland 1,400, Phoenix 160, Greenwood 70, Camp McKinney 30. Sixty-five per cent of the Sandon members are British subjects and 75 per cent of the Whitewater members. The proportion in other camps is not at hand. There are 285 members of the Sandon union employed in that camp at present.

HISTORY OF THE CARIBOO. It Was Thought by Original Owners to Be of Little Value. Less than a dozen years ago Al McKinney, a prospector who had wandered over the hills of the reservation and British Columbia for several years, found a promising prospect in the wilds of the Kootenai, says the Colville Statesman-Index. It was many miles from any habitation, and while he had little hopes of ever doing much with it, he located the claim and named it the Cariboo. He came wealthy, interested a few of his friends who were willing to put up a little money for development, and with this fund he spent the summer of 1890 at the camp which was named "Camp McKinney," and this title hangs to the camp to the present day, although Al has long since relinquished all his holdings and is a prospector still. Well, to get back to the subject, he and his associates organized a mining company, but they seemed unable to inspire the world with the merit of their property. They struggled against adversity for three or four years when finally they concluded to dispose of a part of their interest.

George B. McAuley, a mining man who had some success as a promoter, heard of the property and went to see it. He had no money of his own, but had some friends who were willing to bank on his

WORK ON THE LEITER

The Next Move Will be to Sink a Shaft.

FREE GOLD ON COPPER WONDER

The Result of the Cleanup on the Athabasca is Excellent—It is Thought That the Ledge on the Rathmullen Will Soon Be Encountered and Other Notes.

Mr. Allen G. White returned Friday from a visit to Sophie mountain, where he has been looking after operations on the Leiter. The tunnel is in for a distance of 300 feet and No. 3 ledge has been crosscut. The lead is eight feet wide and is of low grade, carrying gold and copper. This brings the tunnel to the line of the Whooop, which is owned by the British America corporation. The next work done on the Leiter will be the sinking of a shaft on lead No. 1. This lead has the best gold values, and is 40 feet in width. A shaft will be sunk to the 100-foot level on this lead. An American syndicate is negotiating for the Leiter group.

Mr. White brought in some gold ore from the Copper Wonder. This property adjoins the Leiter line, and the lead lies 300 feet south of the Leiter and runs into the Leiter property. The vein is known to be five feet in width, and the ore, which carries free gold, assays as high as \$180 to the ton. Mr. White has just finished the crosscutting of the lead under contract, and is satisfied that he has a valuable property.

The Velvet is piling up a lot of high-grade ore on the dump, and as soon as the railway is finished, it will be shipped to the coast. Work is being vigorously prosecuted on the Portland. Seven men are at work on the Evening and it is a promising proposition.

Mr. Northey has a force of men at work on the Wallaroo group, and is making good progress.

The Dewdney trail is in good condition from Rossland to Sheep creek, as the constant travel keeps it open.

Mr. White will leave for Idaho shortly, whether he goes to open up a mining property in which he is interested.

Returns From the Athabasca Mill. These are the official returns for the November run of the Athabasca mill: Number of lay run, 29 days, three hours.

Number of tons crushed, 388. Value of bullion recovered, \$9,203.03. Gross value of concentrates recovered, 2,385.25.

Total, \$11,588.28. Value of bullion recovered per ton of ore crushed, \$23.72. Value (gross) of concentrates recovered per ton of ore crushed, \$3.14.

Total values recovered per ton of ore crushed, \$29.86. Operating in Midge Creek. Messrs. Finch & Campbell, who are developing the Hennessey group of claims at the head of Midge creek, are meeting with every encouragement in the appearance of the property. They have run in one tunnel for 100 feet where the ledge was encountered. A shaft was then sunk upon the ledge from the tunnel level, which has been put down 60 feet. The shaft is all in ore and at the bottom it was crosscut for 30 feet. The ledge carries an iron ore which assays \$24 in gold.

Nearing the Rathmullen Ledge. Mr. L. Henry Moffatt, secretary of the Rathmullen company, has received a letter from Thomas Burden, superintendent of the property of the company at Summit camp. He says the shaft is now down for a distance of 200 feet, and the bottom is well mineralized, and has been for the past 30 feet. It is thought that the ledge cannot be far away.

ANSWERS TO QUERIES. The Pay Ore Mines, Limited. Miner: Would you kindly tell me something concerning the Pay Ore (B. C.) Mines, limited? I hold a few thousand shares in this company. Louis Talbot. [The property of the company is located 12 miles north of Grand Forks, one and a half mile east of the north fork of the Kettle river. The ore is a concentration quartz carrying gold, silver and small percentages of copper, and assays from \$10 to \$100 to the ton. At last accounts the company was about to let a contract for some further development. The property is considered a promising one.]

Yale Copper-Gold Mining Company. Ottawa, Dec. 6—Editor Miner: Can you give me any information concerning the Yale Copper-Gold Mining company? Yours truly, N. T. [The property of the Yale Gold-Copper Mining company consists of the Yale, situated in the south belt, two miles south of Rossland, near the Columbia & Western railway. The development consists of a shaft of 60 feet and a tunnel of 40 feet. It is a low grade proposition. The Yale has not been operated for about two years. There are some 150,000 shares in the treasury yet and the company is free of indebtedness and is generally considered in pretty good shape.]

Amalgamated Bonou. A company has been floated and registered in London, Eng., to take over the amalgamated Bonou and Friday mines near New Denver, and adjacent claims. It comes out under the patronage of the Northwest Mining syndicate, and is to be known as the Bonou Mines, limited, with a capital of \$50,000, in £1 shares. E. L. Heath is chairman, and H. Butler, Louis Seitz and T. J. Leandra directors. W. H. Sandford is named as manager and G. W. Pipe secretary. The necessary papers were signed and dispatched there recently, and it is expected that early next month everything will be in shape for the extensive development of this most promising group of claims, meaning much to that camp.

COAST MINES.

The Progress Being Made—Lenora Mine in Mount Sicker Camp.

The coast papers are waking up more to the importance of mining, as the coast mines are commencing to ship and give some returns. The Victoria papers give prominence to the shipments from the Lenora mine in Mount Sicker camp, and claim that our own camp is to be outdone. The Colonist says: Every day that passes seems to bring Victoria nearer to her future position as a second Spokane on the coast—the centre of a mining district infinitely greater and richer than the famous Rossland camp.

Victorians have apparently not yet awakened to full realization of the situation and of the advantages now at their hand—yet the facts are beginning to speak for themselves, and so plainly that they cannot much longer be treated with indifference.

Taking the Mount Sicker camp for an illustration, it being the camp in which development has most advanced, and using the Lenora mine in particular as the example—it is safe to say that no other mine in the province makes so great a showing for the time and money spent upon it.

And it is only one of the shipping mines of the particular camp, camp that has long since passed the experimental stage.

As an incontrovertible fact, the Lenora stands in the position of being today a heavier continuous shipper than any of the Rossland district mines, with the exception of four, and running this fourth very close indeed. At the same time it must not be forgotten in the calculation that the Rossland ore is worth only about \$12.50 per ton, while the Lenora output would be cheap at \$25.

The four big mines of the Rossland camp, the leaders having had millions upon millions spent in their development, made shipments last week of about 5,500 tons.

The Lenora mine at Mount Sicker has been shipping from 120 to 150 tons per week for months past; and the management announce that so soon as the new tramway is completed, additional men will be put on and ore shipments be increased to from 50 to 100 tons per diem.

Three hundred and seventy tons in one shipment was forwarded to the Van Ande smelter last Sunday, while about 4,000 tons will be shipped during the next four months.

Men are now being employed at the mine in development work and in taking out such of the ore as is thus made available—18 tons a day or thereabouts. About 500 tons of first class ore is now on hand at the mine ready for shipment as soon as the tramway to the railway line is completed, which will be in a month or six weeks.

Contractor John Haggerty now has construction work well under way, and the work is being pushed with all consistent rapidity. An ore body 22 feet in width has been struck in the No. 1 upraise crosscut, 11 feet of ore.

The mine company having been requested to put town lots on the market, have surveyed about 70 well situated lots, and are disposing of them at a decidedly low figure.

Sent From Kaslo. Kaslo is in a whirl of worry and amazement. Towns are vanishing like magic, two big wharves were engulfed while one could rub his eyes. Twenty fathoms of water is going over the spot where men stood on dry land an hour ago.

That is the startling story which D. E. Strobel, a mining man who is now at Kaslo, tells. A strip of water 80 to 100 feet wide and 250 feet long at the foot of Front street, sank out of sight on Monday morning. The water is now 1 1/2 feet deep where teams backed up to receive freight from the floating wharves. All the piling which the C. P. R. has been driving for the past season, on which to build its immense wharves, and which would have been completed in a few weeks, dropped out of sight without a moment's notice. The two wharves were being built side by side, and work done upon it, while the Kaslo & Sloan company's was about all completed. The last pile was being driven when the collapse occurred.

The Skating Rink. The Rossland skating rink was formally opened for the season last evening. There was a large attendance, and the ice was in first class condition. The City Council band played a choice selection of airs from 8 till 10 o'clock.

Mayor Manly in the City. Mr. Loyd A. Manly, mayor of Grand Forks, arrived in the city last evening and is a guest at the Allan. He will leave today for Spokane on a brief visit, and from their will go to Vancouver and Victoria.

Mr. Harkin in Town. Mr. W. A. Harkin of Grand Forks, is in the city on a visit. Mr. Harkin during the past year has done more than any person in the Kootenays in keeping Grand Forks and the Boundary Creek country before the attention of the world. He is taking a brief but well earned holiday.

TO TAX RAILWAYS. A Resolution to Place Them on the Same Basis as Other Property. Lansing, Mich., Dec. 18.—The Michigan legislature met in special session at noon today in response to a call of Governor Pingree. The governor's object is to secure the passage of a joint resolution providing for submission to the people at the general election next November, of an amendment to the state constitution, placing railways upon the same basis for taxation as all other property. At present the railways pay specific taxes upon gross earnings.

The Queen at Windsor. London, Dec. 18.—The Queen passed a quiet day at Windsor. She took an airing in the afternoon. It is said Her Majesty may leave Windsor for Osborne, Isle of Wight, December 29th. Mr. A. J. Barfour dined with the Queen this evening.

C. J. WALKER, No. 24 COLEMAN STREET LONDON, E. C.

London Agent for the Rossland "Miner." Receives advertisements of all kinds for European press. Rates quoted. Contracts at special prices.

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FROM PORTLAND, ME. Allan Line... Teutonic... Dec. 27. Dominion Line... Cambrian... Dec. 30. Allan Line... Western... Dec. 27. Dominion Line... Parisian... Jan. 4. Dominion Line... Vancouver... Jan. 13. FROM NEW YORK. White Star Line... Teutonic... Dec. 27. American Line... St. Paul... Dec. 27. Anchor Line... Anchor... Dec. 27. Cunard Line... Campania... Dec. 30. N. Y. & N. E. Line... Tyniac... Jan. 3. Cunard Line... Umbria... Jan. 6. Allan State Line... State of Nebraska... Jan. 6. FROM BOSTON. Dominion Line... Canada... Jan. 3. Passages arranged to and from all European ports. For rates, tickets and full information apply to C. E. R. depot agents, or A. B. MACKENZIE, City Ticket Agt., Rossland, B. C. W. P. J. Cummings Gen. S. S. Agent, Winnipeg.

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Table with columns: LEAVES, ARRIVES, SPOKANE, ROSSLAND, NELSON. Includes times for various routes and services.

Canadian Pacific Nav. Co. (LIMITED)

Time Table No. 27, taking effect Jan. 1st, 1909. VANCOUVER ROUTE. Victoria to Vancouver—Daily, except Monday at 10 o'clock. Vancouver to Victoria—Daily, except Monday at 12:15 o'clock, or on arrival of C. P. R. No. 1, 12:30 o'clock.

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.

PORTLAND-ASTORIA LINES. Steamers between Riparia and Lewiston leave Riparia daily at 1:30 a. m.; returning leave Lewiston daily, San Francisco, Oct. 20, 1909. For through tickets and further information apply to any agent S. F. & N. system, or at O. R. & N. Co.'s office, 439 Riverside Ave., Spokane Wash.

MONTHLY SAILINGS BETWEEN PORTLAND AND THE PRINCIPAL PORTS OF CHINA AND JAPAN under the direction of Dowdell, Carill & Co., general agents.

Snake River Route. Steamers between Riparia and Lewiston leave Riparia daily at 1:30 a. m.; returning leave Lewiston daily, San Francisco, Oct. 20, 1909. For through tickets and further information apply to any agent S. F. & N. system, or at O. R. & N. Co.'s office, 439 Riverside Ave., Spokane Wash.

CLONDIKE ROUTE. Steamers leave weekly for: Waiilatpe, Jensen, Dyes and Skagway. The company reserves the right of changing this time table at any time without notification.

OPERATING Kaslo & Sloan Railway-International Navigation & Trading Company. Schedule of Time Pacific Standard Time Effective June 19, '09. Kaslo & Sloan Railway. Passenger train for Sandon and way stations, leaves Kaslo at 8 a. m. daily, returning, leaves Sandon at 1:15 p. m., arriving at Kaslo at 3:55 p. m.

INTERNATIONAL Navigation & Trading Company. Operating on Kootenay Lake and River. S. S. INTERNATIONAL. Leaves Kaslo for Nelson at 8 a. m. daily, except Sunday. Returning, leaves Nelson at 4:30 p. m., calling at Halfway, Pilot Bay, Ainsworth, and all way points. Connects with steamer Alberta to and from Bonner's Ferry, Idaho, also S. F. & N. train to and from Spokane, at Five Mile Point.

S. S. ALBERTA. Leaves Nelson for Bonner's Ferry Tuesdays and Saturdays at 7 a. m.; meeting steamer International from Kaslo at Five Mile Point. Returning, leaves Bonner's Ferry at 8 a. m. Wednesdays and Sundays. Direct connections made at Bonner's Ferry with Great Northern railway for all points east and west.

LARDO-DUNCAN DIVISION. Steamer International leaves Kaslo for Lardo and Argenta at 8:45 p. m., Wednesdays and Fridays. Steamer Alberta leaves Kaslo for Lardo and Argenta at 8:00 p. m., Sundays. 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.



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Trains depart from Spokane: 1. West Bound at 9:35 p. m. daily. 2. East Bound at 7:30 a. m. daily. For information, time cards, maps a ticket apply to agents of the S. F. & N. E. W. RUFF, Agt. R. M. Ry., Rossland, B. C. J. W. HILL, General Agent, Spokane, Wash. A. D. CHARLTON, Ass't. Gen. Pass. Agent.

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LOCAL MAIL-From San Francisco, Portland, Walla Walla, Dayton, Colfax, Farmington, Gardfield. FAST MAIL-For Moscow, Pullman, Dayton, Walla Walla, Portland, San Francisco, Baker City and the east. LOCAL MAIL-From Pendleton, Walla Walla, Dayton, Pomeroy, Colfax, Farmington, Cent d'Alene and the east.

STEAMER LINES. San Francisco-Portland Line. STEAMSHIP SAILS FROM AINSWORTH DOCK, Portland, at 8:30 p. m., and from Spear Street Wharf, San Francisco, at 10:00 a. m., every five days.

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A FEW INTERESTING FACTS...

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FRIENDS SA

A Pleasant Banquet Edwin Du

GOING TO LONDON

It was a Brilliant and Was Thoroughly Enjoyed The Speeches, the Sor

A farewell banquet was evening to Mr. Edwin Allan House Mr. I London on a three after nearly two years the business manager of the British A The banquet was a br menu was more than a wines were of the best good, the speeches short the songs well rendered agreeable.

Those present were Durant, the guest of C. H. Mackintosh, Ma C. Fraser, R. Dalby Mackenzie, Frank H. C. Baker, John S. Cull, Kins, Samuel Hall, C. A. Smith, W. I. Oly H. M. Ellis, Alexander Hector McEae, H. E. McMillan, Dr. McKen McCrae, J. D. Deschan Bert Hunter, M. R. Becher, W. de V. L. P. Police Ingram.

The tables were arranged of the room and decorated. At the h that is at the north side Mayor Goodeve, and Mr. Edwin Durant, the ening, and at his left H. Tosh. Mayor Goodeve The Queen was toast Rules the Waves' ent Letters of regret Teddy Bowles, Lionel L. G. Abbott.

"The Prince of Wales Family" were heartily Frank Oliver gave. "First in the Field," joined in the chorus.

The chairman of the pr of the Evening" in-a. He stated that many of see Mr. Durant's soc he was known to hav which was highly valu dened by the fact that ica corporation had sen miles across the ocean large affairs. This reva were some of more than (Cheers and applause.) Mayor said he was goi a well-earned vacation hoped that he would so Mr. Edwin Durant

this toast thanked the honor shown him. Ty was told that he would way through savage li get there. Then he spe climb up the grade be Trail said said that this with the many warri soon had around him a speaking of his service C. G. he said he had his duty and he had because of the very ab colleagues in the B. whom he could alwa wanted advice. Among nor Mackintosh's

respond to it. Mr. O Durant was one of the ever met, as one c at any time and tell he could not make would sing a song, and "nor" in superb style, a planned.

Mr. R. Dalby Mortk to the toast "The B poration," said he ou want, perhaps, bette in his business capact that during the past o worked with him day spoke of the pleasure of whom he esteemed. If H. A. C. had been o handed in his dealings it had been more o with its employees.