

THE MINING REVIEW

Le Roi has Again Smashed All its Previous Records.

IT SHIPPED 4,534 TONS OF ORE

Strike of Ore Made in the Josie Which Assays Eight Ounces in Gold to the Ton—Another Rich Pocket Located in the L. X. L. Mine.

The principal news of the week in mining circles was the flotation on the London market of the Le Roi Mining Company No. 2, limited. This incorporation was formed to take over the No. 1, Josie and other mines in this camp. These properties have reached a stage in their development when they can ship large quantities of ore and are, therefore, ripe for flotation, as soon after incorporation they can be placed on a dividend-paying basis. In accordance with the announcement made some time since, the incorporation of the East Le Roi and the Columbia and Kootenay should follow in a short time, and then the British companies operation will have four big companies operating in the camp. From the business-like methods which characterize this company which are in such great contrast with the slipshod methods of some of the others, it is evident that it will make a pronounced success of each of the new flotations. The B. A. C. has long been noted for the thorough manner in which it carries on its advance work. It is not satisfied to begin taking out ore from a mine when it has been opened up for a hundred or two feet, but thinks that 500 or 600 feet, with five or six levels, opened by crosscuts, tunnels, winzes and stopes form the little enough development which a mine can be economically shipped from.

One of the features of the week was the finding of two and a half feet of ore on the 500-foot level of the Josie, which assayed eight ounces in gold to the ton. Another was the finding of one of those very rich pockets of free gold ore in the L. X. L. The ore carries masses of free gold, and some gives very high assays. It is the opinion of some experts that the L. X. L. at depth will prove a bonanza mine; in other words, it is thought that some very large shoots of high grade ore should be found in this mine at a depth of from 800 to 1,500 feet.

In a crosscut in the fifth level of the Columbia and Kootenay a body of four feet of mixed ore has been encountered. The farther wall has not yet been reached.

The Output.

The output of the camp is still confined to the Le Roi. The other mines at present, such as the Giant, Evening Star, L. X. L. and Iron Mask though all upon the list of shippers have not as yet got their arrangements in such order as will permit of other than intermittent shipping. The War Eagle and Centre Star have as yet to catch up with the development in both mines. By the end of August, if all goes well, these mines should be in a position to rejoin the ranks of the first-class shippers and swell the total output to a very considerable degree. Besides these, the Josie and No. 1 and the Nickel Plate, with the possible addition of the Columbia-Kootenay will then be ready to join or will have already joined the large shippers of this camp. The Le Roi has again broken its own records for shipments and this week puts out an estimated total of 4,534 tons. This is an advance on the previous records of 417 tons. The large output is made up of 90 tons shipped on the 15th instant to the Trail smelter from the second class dump as a trial. Of the balance 80 cars went to the Northport smelter during the first four days, of which the returned weights from the smelter totaled 2,491 tons. The remaining 63 cars should average 31 tons or 1,953 tons. The correct weight, however, will only be ascertained on the receipt of the returns from the Northport smelter. Neglecting the 90 tons from Trail the Le Roi is now shipping at the rate of 633 tons a day.

Appended is a statement of the shipments for the past week and year to date:

Table with columns: Week-Tons, Year-Tons. Rows: Le Roi, War Eagle, Centre Star, Iron Mask, Evening Star, L. X. L., Monte Christo, Iron Colt, Giant.

Nickel Plate.—As soon as the ore bins are completed, and the foundations of these were begun upon yesterday, and the railway side spur, already surveyed, is in, the management state that shipments will be started. At depth, the veins are being crosscut from north and south to the places where they are known to exist from their location in the ore. The main level, the 200, of the mine, the three-foot seam of ore upon this level encountered in the cutting of the station, is being opened up in a separate dump by the host. This mine is now in fine shape, and a little more development is alone necessary in the levels below the 200 to undercut those large ore bodies of ore there located, to giving backs on these ore bodies, 600 feet clear through to the surface. With the completion of this work there is little doubt but that this mine will take a prominent place among the shippers of the camp. Some raises, one shafts are required and two raises, one to the east and one to the west of the property, will shortly be taken in hand from the lower levels to the surface, in order to secure this end. Nor in this system will the old workings of the mine from the old shaft which are connected at the 200 level with the newer galleries be neglected. Here are ore bodies which are well worth shipping, some of them, indeed, running in value to quite large figures, as these are understood in this district.

Evening.—Although very little or hardly any news has been heard lately from the Evening mine on Big Sheep creek, the secretary of the mine, Prof. F. R. Blochberger, has been quite busy in getting things in good shape. During the winter he got the Evening property worked, surveyed and crown granted and now also the Morning mineral claim, which adjoins the Evening towards the northwest, so that the Evening Mining company now owns the whole area from the base of the mountain to the top. The secretary has bought the Black Iron mineral claim for the Evening company. Late work on this claim has disclosed a large body of ore of a good grade. The same body of ore was shown in the tunnel of the Evening mine and it carries copper and iron pyrites. While the work done on the shaft on the Evening shows a strong body of galena ore. As soon as transportation facilities are provided the Evening, it is thought, will be in a position to ship ore and pay its own way for development. It was the intention of the company last winter to construct a sleigh road down the Big Sheep Creek valley, but as the other properties remained passive the project was dropped. It is hoped something will be done in the near future to give Big Sheep creek an outlet for its ore.

War Eagle.—The bottom of the big shaft is 30 feet below the seventh level, which is 725 feet below the collar of the shaft. This is the new development level of the mine. A lateral drift is being run eastward between the two veins, which will be crosscut from the drive now in hand when about 60 feet has been gained from the shaft. Development on the completion of the crosscut will thus take up the heading east and west on each vein. This will, therefore, with four sets of contractors, at work open up the new level rapidly and if commensurate undercutting is performed on the upper levels the War Eagle should have regained the proper amount of development to allow of regular shipments in about a couple of months. On the sixth level there is some drifting in progress as also in the fifth. On the sixth level the north vein is being drifted upon to the east and the south vein to the level above, the fifth, was completed last week. On the fifth level a drift is in progress west along the north vein. The raise between this and the fourth level was broken through yesterday and will be completely blocked, out within a couple of days. Plans are under consideration for the partial reconstruction of the gravity tramway which, when accepted, will be followed by the line being placed accordingly in touch with the requirements of the mine.

Le Roi.—The raise in the Black Bear is making good progress from the 600-foot level and should break through to the surface shortly. In about three weeks the big five-compartment shaft should be completely timbered down to the 800-foot level. That part of the shaft which lies between the Black Bear tunnel level, which is 285 feet below the shaft collar, and the 700 has been finished and the work is now proceeding widening and timbering between the 700 and 800 and between the 800 and the surface. Here between the 265 and the 800 the work of preparing for the foundations of the hoist is well in hand and the concrete floor for the heavy engine is nearly finished. In the interim while the prosecution of the work on this shaft is being vigorously pushed so as to facilitate future shipment the output of the mine and the development work is going on simultaneously so as to keep up the proper ratio between the two. While the ninth level is being opened up development is also proceeding on the 500, 200 and 700-foot levels, extending drifts and connecting ore bodies. The ore bins on the Black Bear flat are in course of construction and the filling in of the timber yard on the terraced ground above is also in hand. The work on the compressor has stopped pending the arrival of the completing portions of the machinery.

Columbia-Kootenay.—The top of the intended station at the 400-foot level below No. 6 tunnel in the vertical shaft has been reached and the work of cutting out this station will be started immediately. The hoist above in the rock chamber in the No. 6 tunnel 1,000 feet from the portal of the adit will be replaced shortly with a machine of larger capacity. The north crosscut east of this hoisting chamber has been resumed and well mineralized rock betokening the proximity of a large ore body is being taken out. On No. 5 a new crosscut has been in progress near the entrance to the tunnel and about 100 feet of mixed ore has been encountered at the end of the drive about 47 feet from the main gallery. This has not as yet been cut through to the wall, and may prove of yet larger extent. It will be remembered that within a couple of weeks another body of ore was located farther in on the same level on a crosscut which proved to be 9 to 10 feet across. A gang of men are employed opening up the road to the mine, which is to connect with the city roads near the junction of Georgia street and Fourth avenue.

Big Four.—Eight men are now working on both tunnels are being driven, one on No. 1 vein and one on No. 2. These are two separate properties, both crown granted and belonging to the Big Four company. A boarding house is to be erected at once. Both tunnels are looking very well and some good rock and stringers are being met with in both tunnels, and the assays are encouraging. Both veins are large and dip considerably into the mountain. In No. 2 it will yet take 10 feet of tunnelling to strike the pay shoot. The tunnel is now in 102 feet. The tunnel in No. 1 is in 75 feet with drifting on the ledge is improving with every foot. The depth in each tunnel is about 80 feet. Mr. Lawlor says that the shares in this company are in good demand and the property has been opened up entirely with home capital. He says the pool of working well and will be extended after the yearly meeting in July, when British capital will come in.

Centre Star.—Work on the surface is proceeding along slowly, the construction of the timber yard, sheds, hoists, etc., are still in progress, and will probably be completed in a few weeks, with the exception of the compressor, part of which, however, is said to be on the road from the east. Below the station has been timbered at the fourth level, and sinking will recommence within a week or two days. At the same time it is the intention to drift both ways from the station, which is on the ledge. The depth of this new shaft. A raise is being made on the second level parallel to the side line of the Iron Mask. The big stope on this level is being square-set, and the remainder of the ore is being taken out as the timber-

ing progresses. This is being placed on the dump north of the ore bins. Drifting is also proceeding on the third level east, and also on the first level west. The tunnel from the surface has connected with the raise from the main or second level and turning is being driven to the west. A course is also being raised between the third and second levels at the west end of the mine.

Josie.—A party of contractors are sinking a winze between the 300 and 500-foot levels. The 500-foot level is being extended east and west. On the shaft a fine two and a half foot seam of ore has been encountered which runs as high as eight ounces in gold. This seam was in the nature of a surprise party as the country above on the 300 and other levels has not been explored in this direction and it is probable that this lode will be found in the upper levels when they are extended. The Poorman is being operated up from the 300-foot level of the Josie. An area of good body of low grade ore upwards of 30 feet wide has been located in this ground 450 feet below the collar of the old Poorman shaft.

No. 1.—The station being cut on the 600 level is almost finished, and crosscutting is in progress for the veins north and south. Development is also on hand on the 300-level. On the Rockingham, a fraction lying between the Annie and the No. 1, no work is in progress below ground though a fine body of ore, the outcrop of which is 40-feet wide, can be traced continuously countering across both claims in a direction parallel with the War Eagle vein. This has been stripped and good development work has been done upon it.

Velvet.—Each day's work on this mine increases its value. At present it is in progress on the 300-foot level, and the ledge is being drifted on for a distance of 130 feet. Work on the upraise between the 250- and the 300-foot level continues. The upraise is in ore of a good grade. Within a few days the work of continuing the main shaft from the 300 to the 400-foot level will be commenced.

Annie.—The joint shaft is down some 80 feet. The ore body is now contracting, and is about six feet across. The values remain about the same and average more highly for the given width than nearer the surface, where the width of the ledge is not accurately known, as the shaft went down upon it without coming in contact with either wall.

Iron Mask.—The Iron Mask closed down for a period of two weeks pending the arrival of experts, who will determine where certain work shall be done as ordered by Mr. Justice Walkem. As soon as this determination is arrived at men will be put to work on the disputed vein.

Northern Belle.—A contract has been let by Mr. R. W. Palmer, the manager of the Northern Belle for crosscutting the main vein and the work is now in progress. The former management went along the wall of the vein and just missed it. The ledge is a wide one, but the ore so far encountered is not of a high grade.

White Bear.—The arrangements for prospecting the White Bear by means of a diamond drill are about completed. It is thought that the Black Bear lead extends into the White Bear and it is believed that this can be demonstrated by means of the diamond drill.

L. X. L.—In stopping between the second and first levels a rich pocket of high grade ore has been met. It is as rich as any of the pockets previously found in the mine. A car is being loaded with ore and some of the ore from the rich pocket is being put in with the rest.

Cascade.—Drifting on the ledge continues. The tunnel is in for a distance of 140 feet and contains in ore of a pay grade. The Cascade is turning out to be a good free-milling proposition.

Iron Colt.—Work is at present confined to the drift on the north vein. The drift has been run for a distance of 130 feet. There were no developments of importance during the week.

New St. Elmo.—The south drift is now in for a distance of 185 feet. The ledge is holding its own hands in width and values. The drift is being driven by contract with hammers.

Portland.—The driving of the tunnel continues, and as it is in for a distance of nearly 400 feet it is thought the main vein of the property cannot be far away.

Norway Mountain.—Work is resumed on the direction of Superintendent Griswold. The shaft is being extended.

Douglas.—Work is making good progress on the lower tunnel and the ore so far continues strong and carries pay values.

LE ROI NO. 2

The West Le Roi Company Sells Some of Its Properties. A prospectus of the Le Roi No. 2 company states that it has purchased from the West Le Roi company the Josie, Poorman, Annie, Annie Fraction, Rockingham and No. 1. Strangely enough it omits the Theckla, although this property belonging to the vendors is a small fraction completely embraced by the Josie No. 1 and Annie.

According to Mr. Bernard Macdonald's report there are about 5,000 lineal feet of workings, including a shaft 500 feet on the Josie developing three strong shoots of ore upon the Josie and 4,000 lineal feet with a 600 foot shaft upon the No. 1 developing a westerly extension of the War Eagle veins. He computes that the daily shipment averages 300 tons as soon as the air compressor is installed which will have an average value of \$16. The total cost of mining, treatment, etc., does not exceed \$8 and thus there remains a profit of \$8 per ton or \$2,400 a day or 17 per cent on the total capital from the output of shipping. It is also shown that the Le Roi is making 25 per cent per annum for its fortunate shareholders. The company is divided into 120,000 shares of \$5 each, which are already at a premium. The purchase price is \$250,000, with \$20,000 kept back for working capital. The price is payable in cash or fully paid up shares or partly both, at the option of the purchasers. The directors is composed of men already on the board of the B. A. C., Le Roi, Nickel Plate, Ivanhoe and Lake View Consols.

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THE LE ROI NO. 2

British America Corporation Launched a New Company.

THE PROPERTIES INCLUDED

They are Probably the No. 1, Josie, Annie, Poorman and the Rockingham-Lucky Newspaper Men—The Evening Star Winze—Other Notes.

The state of progress upon some of the properties of the West Le Roi company, the Josie and No. 1, is such as to justify immediate shipment. All arrangements have been made in order to secure a regular output from these two mines. The shaft on the Annie is also being sunk. Thus the new company, which has just been floated, enters the market under very favorable auspices, and it is a matter of no surprise to find that the shares are already at a premium.

The claims upon Red Mountain north and west of the Le Roi mine are the Poorman, Surprise, You Know, Theckla, No. 1, Josie, Hookingham, Annie, Annie Fraction, Golden Queen and Lucky Queen. These belong to the British America Corporation. These were understood to be included in the West Le Roi company, which is stated to have a capital of \$500,000 in \$1 shares. According to however, the new company is floated at \$200,000, in 120,000 shares of \$5 each, and is going to work the Poorman, Annie, Annie Fraction, Rockingham, Josie and No. 1. The other properties are not referred to. The new company is called the Le Roi No. 2.

The probabilities are that the particular mines referred to, which have all been more or less worked, either at the present or at a previous time, have been selected as those comprising the properties of the Le Roi No. 2, and that the remainder will form the basis of future incorporations later on. No definite news has been received at headquarters at present, although it is probable that the details of the new company will be learned on the arrival of the next mail from England.

Lucky Newspaper Man.

One of the luckiest of northwestern newspaper men is J. J. Young, brother of Dave Young, merchant of Kaslo. J. J. Young, with a few dollars' capital, took over the Calgary Herald some time since, and began to coin money. He became interested in mining in the Lardeau, a district in the mountains of British Columbia. He became connected with W. B. Poole, one of the best known of the old time prospectors, and through him secured an interest in the Nettie L. on Poole creek. The other day he was offered \$100,000 in hard cash for his share, but so great is his belief in the property that he refused to sell out. The man who made the offer was F. W. Goodsell, of the Little Phil and the Black Diamond of Ainsworth.

The United mine, in the Ainsworth camp, which was recently bonded by Frank Heap, is showing up well in surface development. It is reported that Mr. Heap is negotiating with New York parties to take over his bond. If they do so they will put up a concentrator and perform considerable work.

Another novel mining deal is that which Police Magistrate Carney of this city, has succeeded in putting through. Manchester, England, capitalists have decided to develop his property on Fry creek 14 miles above this city, in order to see whether the big lead is likely to yield an adequate return if extensively exploited. The terms under which they have agreed to take up the property are as follows: They will pay Magistrate Carney \$31,000 in shares of the development company, and the other \$5,000 will be paid to him at the rate of 10 shillings per ton on the ore mined. Mr. Carney expresses himself as entirely satisfied with this arrangement, and predicts that Fry creek will be a good mining camp in no very long time.

Stevenson Development Tunnel.

Charles Olson of Ainsworth was in Nelson yesterday, says the Nelson Tribune of the 15th. He says things are moving along in the old camp much the same as ever. Good progress is being made with the Stevenson development tunnel, and in the Tariff drift from this tunnel it is reported the men have come upon considerable ore. There is also talk of work being resumed on the Star property. A commencement has been made on a wagon

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road connecting the property with the main wagon road. This is regarded as preparatory to work upon the property this summer.

The Evening Star Winze. Work on the Evening Star is making good progress since power has come into use there. The winze, which is being sunk from the lower tunnel, has reached a depth of 30 feet, and the whole mine is looking well.

Has Acquired New Interests. W. W. Carlisle, owner of the New Year group of Trail, has returned from Idaho, Washington, where he has been for the past year. He has acquired the Native Bird group of four claims there. The veins are large and the ore carries 20 per cent copper and \$10 in gold on the surface. He has formed a company and is developing the group. Mr. Carlisle has returned for the purpose of looking after the New Year group.

Ball Game at Northport. The Rossland Stars went down to defeat yesterday at the hands of the Northport ball players. Good ball was played by both teams, one feature of the game being that there was no quarrelling among the players. The batteries for Northport were Parrott pitcher, O'Brien catcher, with Costello and Lewis pitchers for Rossland, and Gunnam catcher. The score was 11 to 14.

This is the first of a series of games being played for the Honey-Campion cup. A return game is being arranged for next Sunday on the home grounds, when the Stars intend to put forth every effort to even up the score with their sturdy Yankee opponents.

THE NELSON GAS PLANT.

It Is Being Operated in a Highly Satisfactory Manner. Mr. David Morris, construction engineer for the Nelson Coke & Gas works, is in the city and is stopping at the Allan. In speaking of what the company has done in Nelson he said: "The company has installed an up-to-date coke and gas works within the city of Nelson with a present capacity of 50,000 cubic feet of gas per diem. Besides, it makes considerable coke as a by product, for which there is a ready market in Nelson and neighborhood. The gas consumption is all that we looked for, and is rapidly increasing. The consumers at large are extremely well satisfied with the service and the quality of the gas furnished. It is manufactured

from the Crow's Nest coal, which is an excellent gas-making coal, and it also produces a fine quality of coke. The venture of the company in Nelson has been successful from the inception. The gas was turned on on March 9th, and is extensively used for both culinary and illuminating purposes. It has proved all that the company claimed for it."

Mr. Morris has been the constructing engineer for the company since June last. The company which erected the plant in Nelson has central offices in Toronto and London, Eng., and has put up plants in various parts of the world. It has so much experience with gas plants that they usually are operated with out a hitch from the first day after they are started up. Mr. Morris is an old timer in this vicinity. He was in charge of the construction of the Rossland waterworks in 1895-6, and also put in the hydraulic plant for the British Columbia Smelting & Refining company at Trail in 1896. He is kept busy greeting old Rossland friends, and will remain here for several days.

Making a Tour Around the World.

Mr. James D'Arny Lever, accompanied by his physician, Dr. K. F. Lund and his valet, J. W. Baird, are at the Allan. Mr. Lever is of the firm of Lever Brothers, which operates a large soap factory at Port Sunlight, in England. The factory was an immense concern, and has hundreds of employes. Mr. Lever's health broke down from overwork, and he is just completing a tour of the world. He has just come across the ocean from China and Japan, and goes from here to San Francisco and from there to New York, by slow stages, and from there across the Atlantic to his home in England.

An Artistic Performance. The performance given for the benefit of Miss Francis Hewitt last evening at Miners' Union hall was well attended, and was an artistic success. The beneficiary was in good voice, and gave a most pleasing rendition of several numbers, and responded to encores cheerfully. Miss Dora Purcell added to her popularity by her fine singing of classical and popular music, and shows that she has been trained for her art in a good school. Mrs. McInnes was very pleasing and added to her already large popularity. Messrs. W. J. Nelson and N. F. Kendall gave their specialties, which met with a full measure of appreciation.

The Yaku Forts. Berlin June 18.—1:30 p. m.—The German consul at Chefoo cables that an engagement is proceeding at Yaku between the Chinese forts and the foreign warships.

Vertical text on the left margin containing various notices and advertisements, including 'NORWEGIAN LINE', 'BETTER SCHEDULED TRAINS', and 'NORWEGIAN RAILWAY'.