

BACK FROM ALASKA'S SHORES

Bernard Macdonald Home After Spending a Month at Treadwell Mines—Deeply Grieved Over Josie's Fatality.

Bernard Macdonald, general manager of the Le Roi No. 2 and Rossland Kootenay Mining companies at this place, has just returned after a month's vacation spent in Alaska...

A representative of The Miner called upon Mr. Macdonald and obtained from him the following interview, which will be of general interest.

"Yes, I enjoyed my vacation in Alaska and also the trip going and returning. But the unfortunate accident at Treadwell has had a very sad and depressing effect on me...

MOST DELIGHTFUL TRIP.

"The steamers generally occupy three and one-half to four days in making the trip between Seattle and Skagway, which includes the stops at the intermediate places named. This is one of the most delightful and restful trips imaginable, and the tourist-crowded steamers of growing fleets attest to its popularity."

"I took passage on the Cottage City, one of the steamers of the Pacific Coast Steamship company which sails between Seattle and Skagway, Alaska. The route of the steamer is via Victoria, B. C., and at Ketchikan, Treadwell, Douglas Island, and Juneau in Alaska."

"The voyage is made over what is known as the inside or inter-island route, which lies along the final coast of the State of Washington through Puget Sound, then along and among the islands of the British Columbia coast for nearly 400 miles, then entering the Alaskan waters at Dixon's Entrance. The trip is finished through the group of islands known as the Alexander Archipelago."

GRAND SCENERY.

"The scenery on either side of the route is grand and picturesque. On the mainland and on many of the islands, as well as the summits and towering peaks of gigantic mountain ranges are covered with perpetual snow, while from the shore well towards the summits are dense forests of pine and cedar, with almost tropical luxuriance. Occasionally, perhaps I should say generally, the peaks and summits of the mountains are veiled with clouds or barred with floating mists, which tend to increase their grandeur by seeming to make them penetrate the sky. On the sides of these mountains, extending from their summits towards the sea, may be seen many famous glaciers—those ice rivers—the remnants of the great ice sheet that once covered the larger part of this continent. In the sea schools of porpoise play around the ship and frequently numbers of whales may be seen spouting at one time within comparatively short distances of the ship. With the exception of occasional rain and fog the weather was very fine."

GREAT TREADWELL MINE.

"During my visit I availed myself of the opportunity I had for studying the methods of operations at the mines on Douglas Island and of noting the commercial results obtained. Douglas Island is separated from the mainland by Gastineau Channel, which is opposite the mines, three-fourths of a mile in width and 200 to 300 feet in depth. The general course of this channel is about east and west, magnetic, and the great Treadwell vein runs along the coast roughly parallel to it. At the Treadwell mine the outcrop of the vein is about 1000 feet back from the shore and about 300 feet above high tide. Here the vein was 300 to 400 feet in width. It was mined by the open cut and pit system until recently, but now only about one-eighth of the ore mined on Douglas Island comes from surface pits. Some of the shafts and the workings on the vein are now four or five hundred feet under tide water, but the workings, nevertheless, may be considered dry.

"The ore is broken by machine drills, each of which averages from 30 to 60 tons per day. The excavations in the vein are not timbered but are filled with the broken ore as the work of stopping proceeds. Only the 'swell' of the ore when broken, which amounts,

PREPARING FOR BIG SHIPMENTS

Canadian Pacific Brings in Many Ore Cars—The Great Northern Builds Iron Dumps Expressly for Rossland.

The shipments of ore from the Rossland camp for the week ending tonight will be close to the 7000-ton mark, although the War Eagle and Centre Star mines have scarcely had time to get their shipping arrangements into shape."

"The War Eagle and Centre Star have been handicapped slightly by the scarcity of ore cars on the Rossland branch of the Canadian Pacific. When shipments to the Trail smelter were suspended last summer, the Canadian Pacific naturally transferred their ore cars to the Phoenix-Grand Forks run, where cars were in strong demand owing to the large and growing output of the Granby mines at Phoenix. Now that shipments have been resumed to Trail the Canadian Pacific has taken immediate steps to secure a complete equipment of rolling stock on the Rossland line, and a string of ore dumps is expected in from Eholt, on the Boundary section, tomorrow. It is expected also that the big Shay engine, No. 1901 (formerly No. 111), will bring here in fact has already been pointed out that under actual working conditions the Shay engine hauls 275 tons up the four per cent grade on the Rossland hill, as compared with 134 tons, the standard load for the big consolidated locomotives, on the same run. The difference thus indicated is net profit to the railroad people, as the Shay is operated as economically or more so than the ordinary engines."

"On Monday, therefore, the two mines will be in full swinging—shipping not less than 300 tons daily. Report has it that when the mines are fully equipped, as will be the case in 60 days at the outside, a substantial increase in the daily output may be looked for. Incidentally the camp's output is to be further increased. The Le Roi management has arranged to ship 150 tons of dump ore from the big No. 1 dump, and it is probable that this will be maintained for an indefinite period as the dump in question contains an amount of ore estimated at 100,000 tons that is supposed to run between \$3 and \$9. Under the existing conditions this quality of ore will net the mine \$4.50 or \$5 per ton profit, and forms an exceptionally valuable asset to the big mine. Later on the amended conditions respecting coke costs and freight rates will take effect and the mine will increase its output to 300 tons per day or more. The date of this advance rests exclusively upon the celerity with which the Great Northern commences the delivery of cheap coke at the Northport smelter, and it will be readily understood that the railroad people are as anxious to stimulate shipments as is the management of the mine."

"SPECIAL ORE CARS. The Spokane Falls & Northern people have taken steps to care for the largely enhanced output of the Rossland camp at an early date. Seventy steel ore cars have been constructed in the east for the S. F. & N. to run exclusively on the Rossland-Northport hill. These cars are practically of the same type as the iron ore cars that were employed for a time last fall. The company found it necessary to return the cars brought in last fall, but has had these 70 new cars built especially for Rossland, so that there need be no further trouble on the question of ore cars supply. The cars will have a capacity of 50 tons each, but under the conditions to be encountered on the Rossland hill, the load will be restricted to 35 tons. A string of 35 of the new cars is now en route west and is believed to be at Spokane today, in which event they should be delivered in Rossland within a day or two. The balance will be shipped west as soon as they are loaded at eastern terminals."

"REPAIRING THE TRACK. The sliding into the Silica reduction works from the Spokane Falls & Northern main line is being repaired to permit of the delivery of War Eagle and Centre Star ore to be treated in the experimental concentration plant. The repairs are practically completed and the report is that the mines will commence shipping to the plant in the course of a week or ten days."

"NEW ORE BINS. The Le Roi No. 2 is constructing a series of new ore bins at the mine. The structure will have a capacity of several thousand tons of ore and will expedite the shipment of ore from the Josie and No. 1 mines."

SHIPPED OVER 200,000 TONS

New Era of Activity in Ore Production Commences Today—The Year's Output Will Be 350,000 Tons at Least

The output of the Rossland camp for the week ending last night was under the 7000-ton mark, but with the week commencing today a new era opens. From this to the end of the year at least the weekly shipments will not be more than 8000 tons at the lowest estimate, unless something altogether unforeseen happens."

"The Le Roi mine has been averaging close to 6000 tons weekly for some time, the Le Roi No. 2 never falls below 1000 tons weekly and is almost invariably closer to 1500 tons, while the output of 800 tons ore more daily from the War Eagle and Centre Star easily brings the camp's probable output over the 3000-ton mark. It may be safely predicted that the actual average for the remaining four months of the year will be not less than 9000 tons per week, and if the Le Roi commences shipments on its new contract with the Great Northern calling for a minimum production of 800 tons daily the figures will be substantially increased."

"In any event if as near a certainty as is possible to arrive at that the Miner's estimate of an output of 350,000 tons of ore from the Rossland camp in 1902 will be realized. This week sees the camp's record safely over the 200,000 ton mark, and the next four months will assuredly see this increased by 100,000 tons or more. The improvement in conditions locally is already very marked as the result of the resumption of shipments at the War Eagle and Centre Star and the probability of large increases in the working forces of both mines at an early date. In respect to the Le Roi mine, there is also the likelihood of largely enhanced tonnage and heavy increases in the working force, but the date of this is somewhat problematical, depending in large measure upon the expedition with which the railroad people put into effect their amended tariff for coke and ore transportation. That this will be realized shortly is extremely probable in view of the fact that the Cross' West Southern is making rapid progress with its line into Morrissey. By the time the road is completed to this point the coal people will doubtless have produced sufficient coke to have filled the demand from the Kootenays, which have been seriously pinched of late by reason of the shortage in fuel supplies. The filling of this demand will leave the coal company free to supply the order for the Northport smelter, and the era of increased activity at the Le Roi mine will then be inaugurated. In

THE OUTPUT.

Table with 2 columns: Ore Car, Tons. Rows include Le Roi No. 1, Centre Star, War Eagle, Rosland G. W., Giant, Cascade, Columbia-Kootenay, Bonanza, Velvet, Spittee, White Bear, and Totals.

ANOTHER STREET RAILWAY STRIKE IMMINENT

CHICAGO, Ill., Aug. 26.—Grave possibilities of a strike that may tie up all the street railway lines of the west and north sides of this city confront the officials of the Union Traction Company. Today by an overwhelming vote, the local union of the Amalgamated Association of street car employees refused to accept the proposition made by President Roach several days ago. The overtures of the company, which included an increase of one cent an hour in wages, the dissolution of a rival employees' association and the employment of none but union men were voted on yesterday. The votes were counted this morning, and although no public statement was made of the vote, it was estimated that the radical union carried the referendum against the company by nearly ten to one. An agreement between the union and the railway company exists whereby a disagreement may be settled by arbitration. Wm. Mahon, international president of the street car men, tried to exert his influence to avert any strike action and to urge that the union live up to its laws. A rupture, however, occurred between the local officials and President Mahon, and he left their meeting with a statement that if the men struck without trying arbitration the general union would not support them.

HAVANA IS IN GOOD SANITARY CONDITION

NEW YORK, Aug. 26.—Dr. A. Glennon, health officer of Havana during the military occupation of the United States, returned today on the steamer Mexico. He has been held over at Havana as United States quarantine inspector in the public health and marine hospital service since Cuba was transferred to the Cubans. He comes north on a leave of absence. "I shall go direct to Washington," said Dr. Glennon, "and make my report, and then I shall take a two months' leave. Havana now is in a good sanitary condition. There has been no yellow fever there so far this summer, and it looks as if there would be none. I think that the Cubans are profiting by the example set them by the Americans during the occupation. They have established a good health department and are enforcing the sanitary laws rigidly."

ONE DAY'S HONEYMOON.

BOSTON, Mass., Aug. 20.—Donald F. Cameron, a prominent mining engineer in British Columbia, claiming to control large mining interests in British Columbia, Utah and Montana, is spending the first day of his honeymoon in jail, a prisoner of the sheriff on account of a breach of promise suit. Mr. Cameron was married last night to a Miss Kennedy of 11 Union Park, Boston, and the newly married couple had their trunks packed and all preparation made for their trip to British Columbia this morning. They were rudely interrupted in their dreams of bliss, however, by Deputy Sheriff Silsby, with a warrant for the arrest of Cameron in a civil suit for \$10,000 damages brought by Miss Alexia A. Morrison of Boston for alleged breach of promise of marriage. The greatest secrecy is being maintained by the opposing counsel in the hope of effecting a private settlement.

FRED LEE RICE ADMITTED HIS GUILT

TORONTO, Aug. 26.—It was stated yesterday that Fred Lee Rice, who was hanged in July for the murder of a county constable, admitted his guilt shortly after Rutledge, one of his companions, committed suicide at the jail, but subsequently denied his guilt to Rev. Robert Hall, his spiritual advisor. Thomas Southworth, commissioner of colonization, says about 3500 settlers have already taken up land in Temiscamingue district. Many of these will be joined by their families this winter, and he estimates that within a year or two the district will have a population of 25,000. A letter was received at the Methodist Mission rooms today from Rev. Dr. Kilborn, dated Chentu Szechuan, West China, July 28th, which says another battle had been fought between the viceroys' troops and the Boxers, in which the latter were defeated. Some of the leaders have been captured and beheaded. Crops are reported a failure almost everywhere except on the low level grounds, which are irrigated from the river, and rice consequently had advanced to famine prices. Matters are still serious, Dr. Kilborn says, but he is hopeful that the general disturbance in the province will be averted. The missionaries are praying for it.

ERNEST THOMPSON SETON IS IN WINNIPEG

WINNIPEG, Man., Aug. 26.—Ernest Thompson Seton is in the city on his way to Hamilton, Manitoba, where, with Mrs. Grace Seton, he will travel through the mountains by pack train. Mr. Seton is writing a story about early Winnipeg for the Ladies' Home Journal's Christmas number. A large hospital will be erected this season at Rat Portage, including a nurses' home, six private wards and 24 beds. Cassels Maxwell Holland was probably fatally shot in the stomach by a rifle explosion. George A. Casseiman of Lansing, Mich., was convicted of forgery by passing checks on city merchants. James Stewart, Dominion forestry inspector, is in the city on his way home from British Columbia, where he investigated the forestry conditions. A million trees will be ready next year for distribution to prairie farmers.

CUSTOM SMELTING PLANT IN KETTLE RIVER VALLEY

GRAND FORKS, B. C., Aug. 26.—A report reached here today from St. Paul, Minn., that American capitalists, after reaching an understanding with the Great Northern railroad, have decided to erect a thousand-ton custom smelting plant in the Kettle river valley in the vicinity of Grand Forks. It is said that a metallurgical expert is now in the Boundary district gathering the necessary data respecting the character of the ores of the various camps. It is believed that an effort will be made to secure the total tonnage of the Snowshoe, Brooklyn and Stemwind-er mines at Phoenix. The promoters will also bid for the treatment of the ores of the Republic Camp, as they flux admirably with the sulphide ores of the Boundary. SAILED WITH 1060 BOERS. HAMILTON, Bermuda, Aug. 26.—The British transport steamer Staffordshire sailed yesterday for Cape Town with 1060 Boers, who had been prisoners in the detention camps on these islands.

PRESIDENT IN MAINE Will Visit Every Congressional District in the State.

PORTLAND, Me., Aug. 26.—President Roosevelt reached Maine this afternoon on his tour of the New England states. Before his departure tomorrow night he will have visited every congressional district in the State, the principal city in each district and the home city of each of Maine's United States senators. Will Visit Every Congressional District in the State.