ROSSLAND WEEKLY MINER

will be found, when an exact return of the weights is obtained, to be between 25,000 and 29,000 tons. This is at the rate of about 330,000 tons per annum and has been done, not under pressure, but under been done, not under pressure, but under edverse conditions. These, which are chiefreferable to the smelter facilities, will after within the next few weeks and under ordinary circumstances the mines must by the end of the year be shipping praction is one that will compare favorably with any, except one or two. Such is the state of the B. A. C. prop-erties today and there are a few others tically double the quantity that they are averaging at present. The fruit of the which is going on will soon be apparent. Some figures from the B. A. C. group of properties for the past year give some ink-lung of what is going on all over the camp. During the year 1900 there were on an average 838 men employed on these propand systematic development in the camp which are of the same class and more can be expected to join. The trouble which is being combatted at pres-ent is not the ore, that is in plenty, but the smelter facilities, which though large, are entirely inadequate. average 838 men employed on these prop-erties who put in 219,564 shifts. Out of a position to ship 1,000 tons a day; the Le Roi No. 2 300 tons, the Rossland Great this 655 men were employed on the Le Roi itself, putting 156,876 shifts; the Western 300 tons and the Kootenay Mines Western 300 tons and the Kootenay Mines-250 to 750 tons daily. Ine amounts for the Le Roi No. 2 and the Rossland Great Western will probably have to be consider-ably enlarged before another year's work is done. What is shipped will be on a Kootenay mines employed 35 men with 12,-773 shifts; the Kossland Great Western 56 men with 20,382 shirts, and the Le Roi No. 2, 92 men with 29,553 shifts. Over 4,000 feet of development work was done on the Le Roi itself and about as much permanent basis and none of these mines will ship more than what with simultanemore on the subsidiary properties. The Le Roi development included an item of ous development cannot be continuously 900 feet of a five compartment shaft, no small undertaking in itself, which is kept up. equivalent to very many more feet of or-

dinary driving or crosscutting. Of the Le Roi itself the size and nature of its veins are or should be well enough known, but yet the fact is hardly appre-ciated that the development has shown known, but yet the fact is hardly appre-cated that the development has shown up an almost unparalleled body of ore. The width of the vein varies from 40 to 107 feet of shipping ore. This is nothing strange in face of the great widths that have been found in other places. It is re-markable that the drifts on the various levels exploring the vein to the side lines, 1,500 feet apart, have proved the exist-ence of an ore shoot of that length with a very small percentage of barren zones. a very small percentage of barren zones. Nor is this all. To the north and south of this vein exist two parallel bod-ies of lesser size but each carrying good values and either of a sufficient grade to establish the reputation of a lesser prop-erty. The ore is of sufficient value to be right across the vein and then av-erages over \$12 per ton, which as the re-turns in the annual report show, can be mined and treated for \$8 and less per ton.

But when attention is turned to the minor properties of this group which have not had the same chance as the Le Roi but which have been strenuously devel-oped for the past two years and a half results almost as remarkable are seen to have been obtained. On the Le Roi No. 2 development has proceeded on three separate lines. On the Josie, No. 1 and Annie independent prospecting has been proceeded with which are now uniting in one big scheme of development. The Josie shaft is sunk for three compartments down to a depth of 600 feet and this shaft is

about to be continued for another 200 feet. The intrusion of a huge granite dike the surface is making good progress. The shaft is still in course of sinking. Derunning north and south across the prop-erty greatly complicated matters at the 'Development 'to the east of the

velopments are being carried out on the seventh and eighth levels with iavorable shaft has been proceeded with on several results. It is known that there has levels and a big ore body, known as the plenty of ore discovered on these levels Poorman shoot, has been located on the but the assay value has not as yet been various levels and has proved to be strong made public. It is certain that these val-

the Le Roi is now in

The Output.

The output during the past week aver

slut down. There were some shipments

from the Centre Star, however, represent-

put untitl such time as the smelter facil-

the past week and the year to date:

 Centre Star
 2,040

 War Eagle
 720

 Iron Mask
 135

 Le Roi No 2
 139

 Giant
 139

 Giant
 139

 Dritzee
 22

 Detthed
 27

Total..... 5,663 29,961

Wer Eagle .- Work on the tramway on

Spitzee Portland

-Tons-

27

Year

15,453

9,780

2,790

820

677 264

60 45

45

27

Week.

To recapitulate,

This adds a new shipper to the list. The Portland is the sister mine of the Velvet and is practically controlled by the same people. The New Gold Fields of British Columbia is the parent corporation of both companies. The work of drifting on the ledge on the 100-foot level continpense of mining but little more. Mining men acquainted with this mine state that it has hardly a peer in the camp and the most conservative think that the proposi-

Rossland Great Western .- The shaft is now down 750 feet and will be finished by the end of next week. The orebody in the main vein has been thoroughly located and several stopes opened. The mine is ready to ship and will do so during the current month as it is expected that by the end of February the Northport smelter will be ready to receive ore at al! events for the roasting heaps.

White Bear .- The crosscut on the 350foot level is in for a distance of 170 feet. At the rate which the work is progress-ing the lead should be reached by the middle of the month. The formation confound stringers of pyrrhotite and chalcopyrite.

Big Four.-Work is progressing at the rate of a foot per day in tunnel No. 2 and some fine copper ore is being met. The width of the ledge is increasing with each foot of work. A contract for 50 additicnal feet of work in tunnel No. 1 will soon be let.

Cascade .- The crosscut from the tunnel aged 1,100 tons per day. On Sunday noth-ing is shipped and Saturday was a public holiday and the mines were in consequence being advanced at the rate of about 15 inches a day and it is now in for about 30 feet. In all probability it will take another month before the vein is

ing the work done on Friday night. The Velvet is keeping up its shipments begun on the previous week and the Portland, Iron Mask .-- Work continues on the 400, 450 and 500-foot levels west, and the show-ing of ore is good, but is better on the 500 than on the 400. The Iron Mask sent a contiguous property, has joined the ranks also. Thus there were seven shippers on the list for the week, three from 125 tons of ore to the smelter last week. Le Roi No. 2 .- There is nothing of mo-

various causes not sending away any ore, although on both the Le Roi No. 2 and on vent to report this week. The usual de velopment work is going on in the mine. The raise on the Annie vein is looking the I.X.L. stoping ore is in progress. It is unlikely that the present rate will be for the moment exceeded. There is little prospect of much augmentation of the outwell.

of 60 feet and is in ore from the surface. carload of ore was sent to the smelter tom the Spitzee during the week.

rut untri such time as the smelter fact-ities are in proper shape at Northport end until the Trail works have arrived on their part at some definite agreement with certain of the shippers concerned. Appended is a list of the shipments for cently encountered continues and the now being met carries more copper than hat hitherto encountered.

the north and south ledges continues. There were no development of note dur-

along the ledge in the lower tunnel con-tinues. Ore of a pay grade is being enuntered.

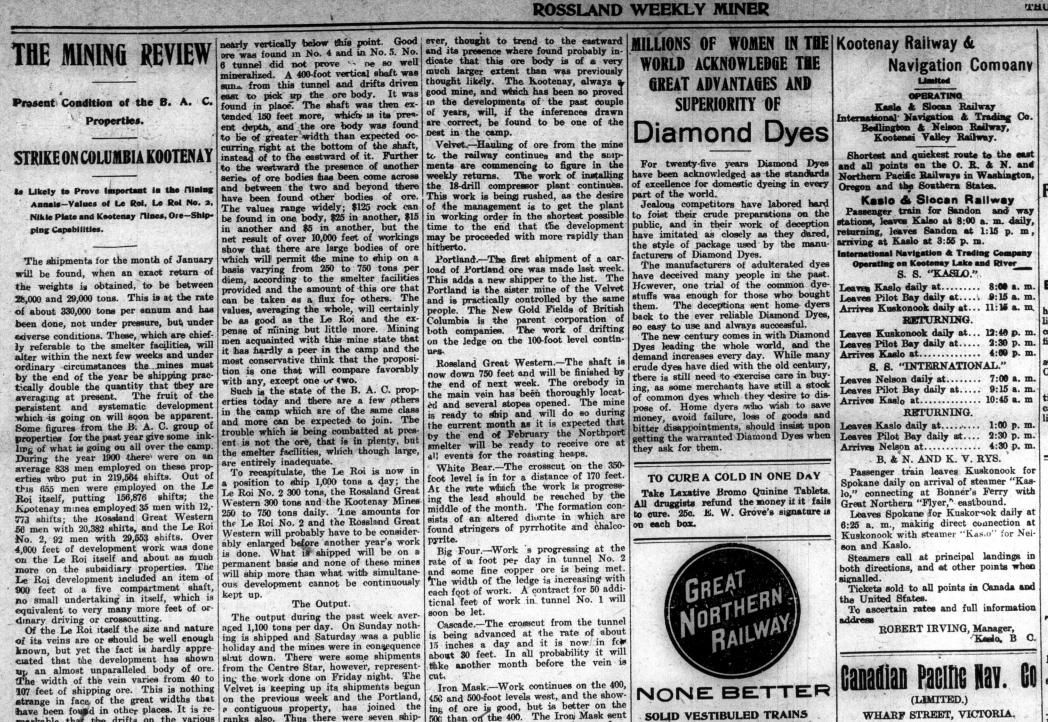
Evening Star.—Crosscutting and drifting is in progress on the 300 and 400-foot lev-els, and the showing of ore is increas-

continues and it is in now for a distance of 130 feet.

tunnel continues.

CANADIAN PACIFIC RY. Strong Indications of a Good Ledge Are Now Present-Good Copper Values .. to ship The prosecution grade. Over 100 tons a day are being shipped from the mine. the Gopher ground into the Homestake has resulted in the striking of the ledge AND SOO LINE Centre Star.—There is nothing of espe-ial importance to be reported as to this can be given for the Poorman, surface and tower tunnels but it can conservatively be stated that the width is certainly 14 freet and is in places tar exceeding this. Its length is not under 100 and is known at one well prospected level to consider ably exceed this. From the 900 foot level of the Le Roi to the south of this prop-erty a crosscut is being driven which is already in the Josie ground that will prove this vein at a depth of more than 1,000 feet below the outcrop. Coming west-PACIFIC U found in place but whether the shown. The lized and at the place opper than anywhere a better showing of copper than anywhere a better showing of copper than anywhere AND UNION PACIFIC A POINTER came may be said of the vein coming in from the Iron Mask. The location and east or west of the shaft. The place THE ONLY LINE EAST VIA SALT for your Eastern trip is to see that your where the strike has been made is nearly LAKE AND DENVER. ticket reads via under the ranford, and is between that the "lone oreshoot" is sufficiently good to furnish many thousand tons of shipping TWO TRAINS DAILY CANADIAN PACIFIC that is n.ade on the slope It is HORTEST AND QUICKEST ROUTH about 250 feet below the surface. When TrainsDepart-8:00 For Nelson, Kaslo, Cascade, Gran the shaft has been attained a total depth of 300 feet will have been reached. Ex.Sun. Forks, Greenwood, Midway, etc. 18:00 For Nelson, Sandon and Slocan The Coenr d'Alene Mines, Palouse, Lewisse of 300 feet will mave been reached. In management is thoroughly pleased with the ore thus come uplon, and regards it Walla Walls, Baker City Mines, Portland, San Francisco, Cripple Creek Gold Mines Daily. points, Revelstoke, Main Line and Pacific Coast, and via Crow's Nest Route for all Eastern points. For time-tables, rates and full informa-tion, call on or address nearest Local Agent, or 2 as a thorough justification of the plan of and all points East and South. Only line development pursued. The face of the Bast via Sait Lake and Denver. Steamship tickets to Europe and other foreign countries. about four feet of ore, but tunnel the width of the ledge is probably about Leaves Billy Billy Billy Billy Billy Alenes, Farmington, Gar-field, Colfax, Pomeroy, Waitsburg, Dayton, Walla Walla, Pendleton, Baker City and all point for the RAST MAIL, - From all points EAST, Baker City, Pendleton, Walla Walla, Dayton, Waitsburg, Fome-roy, Moscow, Pullman, Colfax, Garfield Farmington, Garfield, Colfax, Pullman, Mescow, Lewiston, Port-land, San Francisco, Baker City and all points EAST. EXPRESS-From all points RAST, Baker City, San Francisce, Portland, Colfax, Garfield and Farmington... 9.00 a. B. STEAMER LINES. seven to eight feet. The character of the ore is more solid than that usually come upon and approaches that found upon the north belt upon Red mountain. A. B. MACKENZIE, City Agt. A. C. McArthur, Depot Agt. E. J. Coyle A. G. P. A. Vancouver, B.C. YMIR GOLD MINES. Statement of Production During the Past Two Months. WINTER SCHEDULE. The following cablegram has been re-ceived in London, Eng., from the com-pany's representative at Nelson: During Spokane Falls & Northern Nelson & Fort Sheppard R'y the month of November, 80 stamps ran 444 hours; 3,663 tons of ore milled; 235 **RED MOUNTAIN RAILWAY** tons of concentrates produced; 201 tons of concentrates included in receipts for The only all-rail route between all points east, west and south to Rossland, Nelson and all intermediate points; connecting at Spokane with the Great Northern, North-ern Pacific and O., R. & N. Co. month; no. tons of crude ore shipped; total revenue for the month, \$25,500 (approxi-mately £5,200); add 34 tons outstanding nately £5,200); add 34 tons outstanding, estimate the value at \$900 (approximately estimate the value at sum (approximately £190); total operating expenses charge able to revenue, \$13,976 (approximately £2,900'." Office note: Mill work inter-rupted through accident to machinery. ern Pacific and O., K. & N. Co. Connects at Nelson with steamer for Kaslo and all Kootenay Lake points. Connects at Meyer's Falls with stage daily for Republic, and connects at Boss-San Francisco-Portland Route. AMSHIP SAILS FROM AINSWORTE , Portland, at 3:00 p. m., and from Spean Wharf, San Francisco, at 11:00 a. m., every daily for Republic, and connects at Boss-burg with stage daily for Grand Forks and Greenwood. The following cablegram has been received from the company's representative at Nel-Portland-Asiatio Line. son: "During December 80 stamps ran 611 hours (25 days 11 hours); estimated MONTHLY SAILINGS BETWEEN PORT LAND and the principal ports of Chius and Japan under the direction of Dodwell, Carifil S Co., general agents. EFFECTIVE SUNDAY, DEC. 25, 1900. profit on operating is \$23,600 - (approxi-mately £4,900.)" Day Train. Arrive Leave. Snake River Route.

and a second state of the second s



PALACE DINING and OBSERVA-Time Table No. 54 .- Taking Effect Nov. 1, TION CARS--MEALS A LACARTE 1900.

> Victoria to Vancouver-Daily, at 1 a.m.⁶ Vancouver to Victoria-Daily, at 1:10 Vclock p.m., or on arrival of C.P.R. No. 2 train.

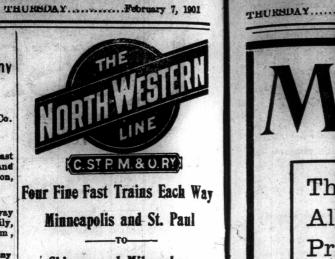
NEW WESTMINSTER ROUTE. Leave Victoria for New Westminster, Ladner, Lulu and Islands—Tuesday and Friday at 7 a.m. Leave New Westminster for Victoria and Way Ports—Wednesdays and Saturdays at 7 a.m. NORTHERN ROUTE.

Steamships of this company will leave for Fort Simpson and intermediate points, via Vancouver, 1st and 15th of each month. Steamships of this company will leave very Wednesday for Wrangle and Skag way at 8 p.m.

BARCLAY SOUND ROUTE. Steamer leaves Victoria for Alberni and Sound ports, on the 1st, 7th, 14th and 20th of each month, extending latter trips to

Quatsino and Cape Scott. The company reserves the right of chang-ing this time table at any time without tification. G. A. CARLETON,

General Freight Agent. C. S. BAXTER,



The

All

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Los

OUEEN

London, Feb.

Three kings

It was at Wi

Lord Roberts

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chief magistrate o

were men, but th and a queen with

European dynastie

was one never to

RCSSLAND MOURI

Thousands of Citizen the Memori

The processional p memory of Her Maje spectacular event even

the various labor organd fraternal order

militia and veterans

solemnity of the oc be forgotten. The

the forgotten. The n was strictly observed entirely suspended. I the scene of bustling setted appearance. At St. George's ch fices of the day began of the Bishop of the bration of the Holy fice was taken at 10

The Kings an

sor, guarded fait!

or this evening,

highted.

Chicago and Milwankee

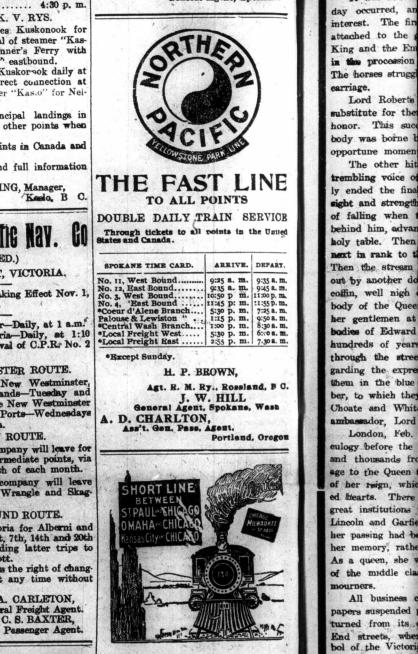
EVERY DAY IN THE YEAR "The North-Western Limited" steam neated, electric lighted, with electric berth lights, compartment sleepers, buffet library

cars, and free chair cars, is absolutely the finest train in the world. "The North-Western Line" also oper-

ates double daily trains to Sioux City, Omaha and ansas City. When you go East or South ask to be ticketed via this line. Your home agent

can sell you through. For free descriptive literature write H. E. COLLINS,

General Agent, Spokane.



Your attention is called to the "Pioneer " trains of the "O

kee & St Paul Railway." "The only per-fect trains in the world." You will find it desirable to ride on

those trains when going to any point in the Eastern States or Canada. They con-

nect with all Transcontinental Trains and

all Ticket Agents sell tickets.

Direct conection at St. Paul, without change of depot, with all 'trains for Chi-cago, Toronto, Montreal, New York and all points west and south. Close connection east and west bound at Spokane with trains of the Spokane Falls Spitzee .- The shaft has reached a depth Spokane with trains of the Spokane Falls & Northern railway. Leaves Spokane daily for West [:45 a.m. Leaves Spokane daily for East 10:45 a.m Homestake .- Drifting on the ledge re-West bound trains make direct connec-ion for Victoria, Vancouver, Portland, San Francisco and all points on the Sound. During the season of navigation East bound trains connect at Duluth with the magnificent steamships North-West and North-Land, of the Northern Steamship New St. Elmo .- Work of drifting along

ing the work. North-Land, of the Northern Steamship company line, operated in connection with the Great Northern railway. For further information, maps, folders, etc., apply to any agent of the Spokane Falls & Northern railway, Kaslo & Slocan railway, Kootenay Railway & Navigation company on the Douglas-Hunter .- The work of drifting

company, or to Roseland-Bonanza.-Work on the tunnel

Northern Belle .-- Work on the crosscut

THE HOMESTAKE.

and continuous on all. The width of the use are, however, quite u pay shoot and its length has not been urately ascertained so that an average already in the Josie ground that will prove this vein at a depth of more than 1,000 feet below the outcrop. Coming westcame may be said of the vein coming in ward of the shaft a raise is now in progress connecting with the development which was done from the surface of the proving up of these veins will prove of material benefit to this property, although Annie. The body of ore here is less ex-plored than the Poorman, but is certainly ore even at the depth already proven. ten feet in width and of a length which Le Roi.—The machinery on the Le Roi is now practically finished. All that reas unknown until drifts have been started. As the raise has been started from the is now practically misned. All that re-mains to be done is the setting up of the /roist which has just arrived and which will be assembled alongside of the larger one. The work that this hoist will do is 500-foot level and as the dip of this vein is somewhat flatter than usual the length on the ore body will be at least 600 feet. This ore has given higher values now being done by the electrical hoist on the Black Bear tunnel level. Until such than any ever found in the camp, and up to \$200 and \$300 per ton. has run In gold values it has yielded eight ounces. time as the new hoist is in position, which will be about the middle of next month, the latter hoist will do the work To the north the No. 1 has a shaft, sunk to a depth of 600 feet, and which is g extended to 800 feet. Drifts have run upon the ore bodies at the 200, 400, 500 and 600 foot levels tor eev-hundred feet on either sile, with result that a better body of ore in all being eral hundred feet on either sile, with the result that a better body of ore in the probability to that found upon the Josie has been located. Ore is being shipped thas been located. Ore is being shipped there with the next couple of weeks. Shall ensystem which will be inaugurated during level which will work over the second and fourth compartments leaving the workers in safety under the first, third and fifth. outsorting. On the Rossland Great Western there

has certainly been done some 7.000 to 8,000 feet of work, and the main sheatt I. X. L .-- Work on the lower tunnel has been resumed and is in the shape of cross-cutting for the ledge. The finding of the ledge in No. 3 1.2 tunnel has given a clue is now down somre 750 feet. Drifts have been opened up at the 200, 300, 400, 500 by means of which it can be found in tunnel No. 4, and it is anticipated that and 600-foot levels, and have established the existence of three bodies of ore. The central vein has been shown to vary it will be met when the tunnel has been lengthened 50 additional feet. The total length of the lower tunnel is 240 feet. The ore body in No. 3 1-2 tunnel has been in width from 16 to 30 feet, and has been proved to be well over 100 tcet in length; in one place it is nearer 200. Assays made show that samples taken r cht across the vein 100 feet apart in vertical depth average over \$40 in value. Partic-nlag attention has have used to this const promising one. The gross output of the mine last year depth average over \$40 in value. Particular attention has been paid to this cenwas \$39,800 and so far this year 50 tons have been sent to the smelter. When the tral vein and the others are not at present so well prospected. As soon as facil-ities are provided this mine will be in a tention is to stope on a more extensive ore is found in the lower tunnel the inposition to ship from 250 tons a day to double that quantity. Turning to the last of the group, the

Turning to the last of the group, the Kootenay mines, a different proposition is presented. Here the vein varies in char-acter and is thought to occur in lentic-ular bodies. At the time of the present acter and is thought the time of the present company taking over this property, de-welopment had hardly proceeded below the 300-foot level, or tunnel No. 3. The iowest workings are now some 850 feet

in the statements and the set of the set

Spokane 6:40 p.m. Rossland 3:10 p m. 8:00 a.m..... 11:50 a.m..... 7:00 a.m..... 9:45 p.m..... 11:00 p.m.....

General Passenger Agent. H. P. BROWN, Agent, Rossland, B. C. 14

OREGON For further information, pamphlets, etc., SHORT LINE ask any Ticket Agent or R. L. FORD, C. J. EDDY, General Agen Pass. Agent, General Agent, SPOKANE, PORTLAND. Atlantic S.S. Lines (From Portland, Me.) Allan Line-Numidian Feb. 6 one day later. Dominion Line-Dominion Feb. 16 Dominion Lane-Cambronian ... Feb. 27 (From St. John, N. B.) Beaver Line-Lake Champlain .. Feb. 8 Beaver Line-Lake Megantic ... Feb. 15 Beaver Line £Lake Superior ... Feb. 2 Beaver Line steamers call at Halifar Feb. 2 one day later. (From New York.) White Star Line-Teutonic Feb. White Star Line-Cymric Feb. 12 White Star Line-Germanic Feb. 13 White Star Line-Majestic Feb. 27 Cunard Line-Juscovic Feb. 27 Cunard Line—Lucania Cunard Line—Umbria Cunard Line—Servia Feb. 10 Feb. 23 American Line—New York American Line—St. Louis American Line—New York Red Star Line—Westernland Feb. 6 Feb. 20 Feb. 27 Feb. Feb. 13 Red Star Line-Kensington Feb. 20 Red Star Line-Nooruland Feb. 27 Red Star Line-Friesland ... Allan State Line-Sardinian

(From Boston.)

Cunard Line-Ultonia Feb. 9

City Ticket Agt., Rossland, B. C

W. P. F. Cummings Gen. S. S. Agent Wigal

Passages arranged to and from all European points. For rates tickets and full information apply to C. P. R. depot agent, or A. B. MACKENZIE,

Feb. 17

See was taken at 10 noon and was a spec as some of the bur stituted, under order the ante office of the munion itself which touched by the alter the benediction came an memorial of Queen mon or homily was mon or homily was instead there was int atc hymn. The serv the exception of the may, and the hymn were necessarily chor The church was s with purple with the tar itself, unadorned back-roll There dack pall. There engregation, princip inverte of England. The young city, w were mourning for instory. Crepe ming ple and displayed i half-masted flags, clos other business places. thousands of spectat streets, the marshalle and there with unif to form a sombre pict The parade was to a m. but it was near before the marshal an moved up Columbia strains of the Dead

was as follows:

Queen Bess Proprietary.

Steamers between Riparia and Lewiston leave Riparia Feb. 4th, 6th and 8th and alternate days at 3;00 a. m., ieterning leave Lewiston Feb. 3rd, 5th and 7th and alternate days at 7 a. m. Steamer Leaves Lewiston every Sunday at 5;30 p. m. for Wild Goose Rapids (stage of water per-

F. I. WHITNEY,

General Passenger and Ticket Agent, St. Paul, Minn. H. A. JACKSON, Commercial Agent, Spokane, Wash.

mitting.) For through tickets and further information apply to any agent S. F. and N. System or at O. R. & N. Co.'s office, 430 Riverside avenue, Spo-kane Wash. H. M. ADAMS, General Agent. A Strategy and the second s