A COMING REGION.

Mr. H. C. Hallward Tells of the Winder-

Mr H C Hallward oas just returned to

Rossland after having spent the summer

in Peterboro, in the upper valley of the

Columbia and Kootenay rivers, which

stretches for about 160 miles, varying in

width from two to ten miles, from Gold-

en to Fort Steele. Along this valley ou

the east side of the rivers runs the o.s.

wagon road, formerly the only means of

access to Fort Steele from the C. P. R.

to its lakes. There is some fine ranching

On the spurs of the Selkirks abutting

into the valley near Peterboro are to ue

These properties are reached by trails

this mine during the winter.

ties in existence. It is for thus

stages of development than they were in

A FIND OF PAY ORE.

Rafael Claim.

is traceable through seven claims.

The Kootenay Mines.

en. All of this force will be re-engaged

next week with the additon later on of as

Closed Down.

terday while some repairs were

ising surface showing.

prospects.

What is Going on in. . . . . Shaft, Drift, Stope, Winze, Etc., Etc.

finished by this morning, when the mine vill again open up.

The latter was fixed up last evening and

the men are at work on the former during

the night and expect to get the repairs

A contract has been taken by Mr. Lee inclair to drive 150 feet of tunnel work n the Big Four. Seventy-five feet of ork is to be done in each tunnel. Mr. inclair will begin the work on Monday.

A Contract on the Big Four.

THE STOCK REVIEW.

before the building of the Crow's Nest Pass the railway developments on the southern time. The valley is most beautiful and is slopes of Red mountain and the eventuthe resort of numberless ducks who flock alities which are thereby foreshadowed it is inevitable that in order to permit to its lakes. There is some fine ranching the ores of this camp being marketed near country in the valley bottom and several the camp so as to cheapen as tar as por ranches have been located. The best part sible the freight rates for treatment put of the valley for this purpose lies towards
Golden, where are also some good mining

Golden, where are also some good mining ar tain is but the precursor of many others which will be added from time to time to subserve the mining industries of this district.

found numerous mining propositions, some of which have already started to ship. results of deep mining have here been so favorable that two other mines are wagon roads along the creeks flowing into about to extend their sinkings, the Ross land, Great Western and the Le Koi No. 2 the Columbia. Chief among these creeks in the neighborhood to Peterboro are the Toby and Horsethnes, with the possible addition of the No. 2. Twenty-five mues from Peterboro on the Macdonald, a tributary of the Horsethnes, is situated the Red Line group which his situated the also found in the Nickel Plate, and the Red Line group, which has just started work again after having laid jule all sumresults of the Poorman crosscut un in the workings of the Josie will also snow whether this greater mineralization also This is thought to be a fine propapplies to that mine also.

On the Le Roi the ledge which was

erty, as several leads of more tuan fair width and which have yielded high galena assay values have been located. Work will go on here throughout the winter. found to be 30 feet in width at the 500 foot west has been discovered to be over Closer to Peterboro, on Spring creek, an affluent of Toby is situated the Para-100 feet at both the 700 and the 900-foot levels. On the War Eagles for one vein found above there are several found below on the seventh and eighth levels. This dise group, which is more highly developed than any other property in the district. This is in the charge of R. R. Bruce, may mean merely a widening of the vein with a few "horses" within it or it may be taken as a greater width permanently of who is acting for Messrs. Osler and Ham-mond of Toronto. The Paradise has entered into arrangements with the Colum-bia Navigation company to transport its the mineralized country. On the Nickel Plate a somewhat similar condition of afore to Golden as soon as navigation opens fairs appear on the surface. The progress of development on other mines has not proceeded far enough in this direction to state certainly that is the case everywhere in the month of March or April next. Ore has been sacked all summer a with the addition of more that will be sacked through the coming winter will be rawhided down to Peterboro landing in the camp, but the instances given certainly seem to point in this direction.

The Output. an the same basin as the Paradise group The output for the pa t week is ag in is situated the Silver Beit, which has lately been stocked by Mr. Hugh McDonald, well over the 6,000 ton mark, and the tospices of Mr. C. N. Keep, late of rort Steele, who will probably now make his beadquarters in this district. It is thought tal for the year is better than that for 1899 by 309 tons. This leaves seven weeks and two days to the end of the year which should show an output of between that shipments will also be made from 40,000 and 50,000 tons at the rate of about 6,500 a week, which has been the average of the fall and late summer. This will bring the figures near to the estimate Besides these mines of which special mention has been made there are others on which lesser amounts of development work has been done, but which all possess The Le Roi is not shipping anything like is in the Homestake ground. In the south res full capacity, as the smelt r at Norththe valley, with the exception of the part port is still unready to hand e the output. port is still unready to hand e the output. encountered. Last week one drill broke There is little going from any of the sub- 46 feet of rock which is said to be a len, are so many mining propersidiary mines, and nothing from the War record in this camp. Everything is look Magle and several other minor stippers, ing very encouraging and they expect evidence around Windermere lake. On the eastern side of this sheet of water is which may be expected to send their ore shortly to get ore 'n the main tunnel in more regularly after a time. All this a ledge which has been located on the sur-Windermere itself, which, perhaps, has not the importance which it possessed when it was the only stopping place between Fort Steele and Golden in the points to a very much incre sed figu e tween Fort Steele and Golden in the coaching days. Nevertheless as the distinct picks up the town will more than as of shipment for several weeks during that where the crossourt for the picks up the town will more than as of shipment for several weeks during that where the crossourt for the picks up the town will more than as of shipment for several weeks during that where the crossourt for the picks up the town will more than as the distance of shipment for several weeks during that where the crossourt for the picks up the town will more than as the distance of the picks up the town will more than as the distance of the picks up the town will more than as the distance of the picks up the town will more than as the distance of the picks up the town will more than as the distance of the picks up the town will more than a second to the picks up the town will more than as the picks up the town will more than a second to the picks up the town will more than a second to the picks up the town will more than a second to the picks up the town will more than a second to the picks up the town will more than a second to the picks up the town will more than a second to the picks up the town will more than a second to the picks up the town will more than a second to the picks up the town will more than a second to the picks up the town will more than a second to the picks up the town will be the picks up t trict picks up the town will more than re-cover anything that it may have lost. On the other side of the river are the towns spring on nearly all the mines, and the stoppage from the War E gle, which has now lasted for nine months. The Centre Star has also been shipping I so than of Canterbury, Athelmer and Peterboro all within a few miles of each other. Ev ery one of these rival towns are in better. that mine may be expected to ship during

Ampended is a list of the shi

the beginning of the past season. Peter- boro has at present the lead which it enjoys in virtue of its position between	Appended is a list of the shipments of the past week and year to date:	
the two wagon roads opening up Toby and norsethief creeks. On these roads the government has spent \$10,000 during the past summer. Peterboro has also a sawmill in which it is rivalied by Athelmer.  Mr. H. E. Neave, M. Inst. M. E., England, after having thoroughly explored the country has been content to 'coate himself here as a mining and consulting engineer, feeling confident that so good a district must assuredly forge or was! him has had a thorough experienc: in Scattle Africa and elsewhere and is very confident of the future of the Windarmer; district.	Week, tons.  Le Roi 4,370  Centre Star 2,276  War Eagle  Le Roi No. 2  Iron Mask 60  1.A.L 25  Giant  Evening Star  Monte Christo  Iron Colt  Spitzee	Year, tons 139,448 27,383 10,963 2,267 1,935 530 414 351 273 80 20
- The factor of the Windams ; the factor	Total 6.731	183,367

Total..... 6,731 Le Roi.-On the surface the bucket were placed on the aerial framway ye A Six-Foot Ledge Loca'ed on the San terday for the first time, and the cab is now being adjusted by means of ten sions. The delive y of the cank shaft of the new Le Roi hoist by the Great Mesers. H. McQuade and John Glovn returned a day or two since from don; Northern railway company is cau i g son the assessment work on the Sin Rafael little scheming on the part of the com mineral claim on Union mountain, at a pany, as the piece of machinery is very cumbersome. As it cannot ve y well be point three miles and a half fron the delivered by wagon, the method that will Quade. The ledge is six feet wdo, of be used wil be to run a temperary track white quartz, between a footwall of schist for the few hundred feet between the end and a hanging wall of s'a'e. The ledge of the nearest ralway track to the head works, and thus draw up the car. The of the ore taken from the bottom of an sampling machinery for the mill is being 19-foot shaft gave a return of 18 in gold assembled and the framing for the table is already in place. The new water tube boilers are in position and are ready to the property say that it has a very prombe built in. The Heine boilers are very economical and fast generators of steam The total nominal horse power at the The work of transferring the 18-drill compressor at the Columbia Kootenay poiler house is now 1,750, but as the boilers will be used at a much higher from the old cracked foundation to pressure than this nominal capacity is the new bed is in hand. The dismantling calculated, the degree of efficiency that of the machinery is finished and one of can be obtained will considerably exceed e engines and a part of the other as this figure. Below the extension of the been transferred to its new site. It is Tregear westward at the 500-foot level has expected that the whole work will be put resulted in crossing a spur of the grea through inside of the next five or six days. Josie dyke, and encountering 75 feet furwhen the mine will resume work. About ther on the dyke itself. The payshoot here is about 30 feet in width, and there changes of machinery were being undertak

is in consequence quite a nice little ore

body discovered. West of the great dyke

it is not the intention of the management

ore ready for the smelter east of these bounds. Two hundred feet below this

,and the values are eve better taken right across the vein. The rootman crosscut from the 9.0-foot level a now in Josie ground. It cuts the north vain of the Le Roi at a distance of 400 test from the main voin, and is found to be 10 to 20 feet in width of average values. Spitzee.—Work continues on the shaft, the lead is becoming attonger and the assays are very satisfactors. assays are very satisfactory, running from are high, and as high at 21-1 to 21-2 ounces to the ton is shown in the as eys. Another ledge has been found at a point 15 feet south of the one on which the work is being done. It is about five feet on which the shat is now being sunk, and the impression is that when depth has been gained that which are now apparations and the impression is that when depth has been gained that which are now apparations and the impression is that when depth has been gained that which are now apparations of note during the week. however, that it is a portion of the ledge form one lead 25 to 35 feet in width. The intention is to ship a carload of ore to the smelter early this week, and it is possible that one or two more may be se away before the week is over. A night shift is to be put to work in the shaft tomorrow, and the ditirmination is to push the work. Some of the ore in the middle of the vein looked so much 1.ke country rock that it had be n put in the waste dump. Some of the was as aved lately, and it went over \$28 to the ton. agement is greatly encouraged over the way the Spitzee is turning out.

Rossland Great Western.-This mine vas closed down for a couple of days during the week owing to the regrettable accident which occurred there, and from the necessity of overhauing the compressor and boiler plant of the mine. There is great progress being made with the new sor house, the brick walls of which are already up. The pump station has just been finished and t'e pumping gear and piping is now all in order and in place. Having completed this it is the intention to proceed sinking another lift.

and the shaft will therefore be extended down to the 800 foot level. In the interim in place. Having completed this it is the down to the 800 foot level. In the interim the cross uts on the 400 and 600-foot lev ls in order to reach the middle vein or the mine are in progress.

Le Roi No. 2.-The work on the Le Roi No. 2 is at present confined to the pushing of the crosscut from the 500-foot level on the Josie to the Annie joint shaft. The third compartment of the sh ft has now nearly reached the surfa e, and with its completion, the cutting of a sump and the proper construction of the stations at the various leve's will be undertaken. Another lift will be sunk, bringing the depth of the mine down to the 800 fort level which will probably be extended to the 900 in order to connect wth the crosscut which is being driven from the 900-foot level of the Le Roi to intersect the Poor man ore shoot at depth.

Velvet.-Work continues along the usua lines. The foundation for the compressor and the combined compresor building and shaft house are about finis ed. The task of straightening the staft o'n'inues, and some litt'e exploratory work is being done on the lower level of the mine. The road leading to the Velvet is in poor condition, and this makes it difficult to get in supplies, and this, to a certain extent, handraps the work. The compressor, which was built in England, is expected to come to hand any day now.

Homestake.-The long tunnel is in now

up to expectation. The mine is shipping steadily, though not in any large quantities. It is probable that as the wagon road hardens up from the slush pe ailing up till quite lately that more ore will be ship

Centre Star.—The shaft is being sunk to the fifth level, where a stati n is being cut anterior to the prosecution of the various drifts opening up the level. The development work on the other parts of the mine is proceeding as usual. The stoping is still all being done from the great ledge on the second level.

War Eagle.—Development is proceeding on the seventh and eighth levels of the War Eagle, and some good one is being found. Indeed, the mine is looking better at this depth than it has done on the levels immediately above these. The tramway is still awaiting the machinery which has been ordered before much active work can be dome.

Giant-The road leading from the mine to the railway has been in so bad a condition of late that no ore was sent to the smelter. The workings are full of cre, which has been broken down and is ready for shipment. The crosscut on the 100-foot level is being extended so as to get under the ledge from which the ore is being stoped near the surface.

Douglas Hunter.-Work on the lower drift tunnel is being pushed, and the showing of ore is increasing. The shoots that have been encountered recently are stronger and nicher than those which were met nearer to the surtake. The manage ment of the Douglas Hunter is now confident that it has a mine.

Evening Star.—The winze is down 240 feet below the level of the lower tunnel, and over 340 feet from the surface. To showing of ore in the winze is of an encouraging nature. As soon as the winze reaches a depth of 300 feet from the floo of the tunnel, drifting both ways from ite bottom will be commenced.

The Kootenay Mines .- Ih: Kootenay mines are still closed down, awaiting the completion of the alterations to the 18 dril compressor, which are now wel in hand, and should be finished by the end of the week.

Cascade.-Work on the drift tunn 1 con tinues. The ore body is stronger and both direction widening. The ore that is being taken signalled. out in the course of the development is being piled up so that it can be shipped the United States.

When facilities are provided.

To ascertain rate

The Nickel Plate was closed down yes-erday while some repairs were being made to the boiler and compressor plant.

Point the ven has been found to be 115 the White Bar.—The work of pumping out feet in width, with 86 feet of shipping on the 350-foot level are now being un-

watered. The workings should be clear of water early this week, when the didrills will be put to work.

I. X. L.—The I. X. L. last week sent a

south vein now has a length of 30 feet from the north crossout. There is about four feet of shipping ore in the face of the drift. The south drift is in about 315 feet from the south crosscul

Northern Belle-Crosscutting of the dyke, which was recently encountered in the crosscut tunnel, continues. The tun-nel has been extended about 40 feet since Wallingford-Work on the ledge in the

Portland.-Work on the tunnel shaft continues.

Mr. T. G. Holt was in the city yester-Mr. G. A. S. Potts, official stanograper of the Supreme court in Kcotenay, came over from Ne'son yesterday.

ETWEEN PORTLAND AND CHICAGO

"PORTLAND CHICAGO SPECIAL." Sunday, April 22nd, the O. R. & N. will nd Chicago, via Huntington. Leaving pokan: at 7:35 a. m., giving connection rom branch lines, we arrive at l'endle on in time to make direct connection fo il points east. The schedule has been rranged so as to reach Chicago in three ays, or 12 hours in advance of schedule eretofore in effect. The "Special" will arry first class and tourist sleepers, to ether with a composite car, that is sup-lied with all the latest publications, li brary, barber shop, etc.

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No. 12, East Bound	9:35 a. m.	9:45 a. m
No. 3, West Bound	10:35 p m.	10:45 p. m.
No. 4, 'East Bound	11:27 p: m.	11:37 D. m.
Coeur d'Alene Branch		7:25 a. m
Palouse & Lewiston "	1:15 p. m.	0:50 a. m
Central Wash Branch	1:00 p. m.	8:40 a. m
Local Freight West		6:co a. m.
*Local Freight Kast		7.30 a. m.

H. P. BROWN. Agt. R. M. Ry., Rossland, B C. J. W. H&LL.
General Agent, Spekane, Wash
A. D. CHARLTON,

## Kootenay Railway & Navigation Company

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edule of Time Pacific Standard Tim

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Leaves Kaslo for Kuskonook and way points at 7:00 a. m. Tuesday, Thursday and Saturday, connecting with B. & N Ry for Bonner's Ferry, Idaho.

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For further information, maps, folder etc, apply to any agent of the Nookan Falls & Northern railway, Kaslo & Slocar railway, Kootenay Railway & Navigation npany, or to

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# Canadian Pacific Nav. (LIMITED.)

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Leave Victoria for New Westminster Ladner, Lulu and Islands-Tuesday and Friday at 7 a.m. Leave New Westminster for Victoria and Way Ports-Wednes days and Saturday at 7 a.m.

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Beaver Line Montfort ..... Beaver Line—Lake Champlain ... Nov. 2 Allan Line—Tunisian ... ... Nov. 11 Dominion Line—Cambroman ... Nov. 10 (From Portland, Me.) Allan Line-Numidian ......Nov. 23 Dominion Line—Vancouver ......Nov. 2 (From Halifax.)

Dominion Line-Vancouver ...... Nov. 25 (From New York.) Cunard Line-Lucania..... Nov. 17 Cunard Line—Umbria ...... Nov. 24 White Star Line—Germanic. Nov. 4
White Star Line—Majestic. Nov. 21 American Line—New York. Red Star Line—Westernland Nov. 21
N. G. L. Line—Trave. Nov. 20 Anchor Line Anchoria ..... French Line—La Lorraine.......Nov. 22
Allan State Line—State of Nebras-(From Boston.)

Dominion Line Commonwealth ... Nov. 14 Cunard Line—Ivernia ......Nov. 17

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Rossland A. C. McArthur, Depot Agt. W. F. Anderson, E. J. Coyle, T. P. A. Vancouver, B. C. The Inquestonthe Haw VERDICT, ACCID

THURSDAY .....

Jury Attach Some ment of the fline-Yesterday.

On the inquest on Hawick being resum city hall David Baxte stand on benalf of t rister, Mr. J. L. G. fresh was elicited. The next witness

engineer, James Gr when sworn, stated of the accident, he engine, was signalled from the 400 to the tempted to do so, bu not lower the cage level. His indicator showed him just wl Thinking that some left his engine and works and reported t man whom he found went back to his post told that a man had the lowering of the level. Witness here planation as to the in his position with the code of signals to carry out explicit charge. He could or regard to the lower cage when that signs which his indicator showed nim that the James Quayle, wh he was a machine n

ing of the accident vat the 600-foot level mine. As far as the cerned he was perfe not a recognized si sion. There was no for the cage to be I ticular compartment ceased was working partment was open the surface.
Paul Wilcox, who
he was a machine
Nickel Plate mine the surface.

the last witness. T erwards, about erwards, about 8 something, he sign the case to come do ing this he was und he heard a scream thing drop. He an witness, looked around came to the conch had deceived them. signals. He had that either the sun man knew anythin eignal in the mine.
aware of the fact used the bell wire

Henry Lvnes, whe the was employed by to go un and dow rious levels furnish with the drills the dulled steel and br drills. He remembe the fourth level w any one was worki ness said that he i but that the electr nuitted but would He added that t careful not to load fear that surlus the sides of the c

Alick Munro, th that he was mucki of the Nickel Pla occurred. He had had informed him ing in the shaft be load the cars at the same time This was done, v Baxter and the th rara. He was sur

A. Ferrar on being evidence of the pr ing himself. reason why a man answer a signal f level. The lever cannot have a loc would be very in done in any mine. The case of the the 500 level on a similar one to chairs took some put on. Some d would be able to personally, and so to transmit them By Mr. Macdon ed for 27 years in years he had bee

Colorado and Ca were more primit; the Nickel Plate the most dangeror cial care is alway working in a sh skip. Some mine ing a shaft drift coming back to to leave a buttree the mine except No special instrumen with regard special occasions. a right to move to do so for an told so specifical accident there, w foot level. Then 300-foot level. Th 400. The "nipper The electrician w could signal the that Hawick was