

MINES AND MINING

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

A COMING REGION.

Mr. H. C. Hallward Tells of the Windermere District and its Mines.

Mr. H. C. Hallward has just returned to Rossland after having spent the summer in Peterboro, in the upper valley of the Columbia and Kootenay rivers...

On the spur of the Selkirk abutting into the valley near Peterboro are to be found numerous mining propositions, some of which have already started to ship.

Closer to Peterboro, on Spring creek, an affluent of Toby is situated the Paradise group, which is more highly developed than any other property in the district.

On the same basin as the Paradise group is situated the Silver Belt, which has lately been stocked by Mr. Hugh McDonald, barrister of Peterboro, under the auspices of Mr. C. N. Keep.

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 fine surface showings.

A FIND OF PAY ORE. A Six-Foot Ledge Located on the San Rafael Claim.

Messrs. H. McQuade and John Gloyd returned a day or two since from doing the assessment work on the San Rafael mineral claim on Union mountain, at a point three miles and a half from the city.

The work of transferring the 18-hill compressor at the Columbia Kootenay mine from the old cracked foundation to the new bed is in hand.

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

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

A Contract on the Big Four. A contract has been taken by Mr. Lee incline to drive 150 feet of tunnel work in the Big Four.

THE STOCK REVIEW. The news of the week is undoubtedly the railway developments on the southern slopes of Red mountain and the eventualities which are thereby foreshadowed.

Rossland Great Western.—This mine was closed down for a couple of days during the week owing to the regrettable accident which occurred there, and from the necessity of overhauling the compressor and boiler plant of the mine.

Le Roi No. 2.—The work on the Le Roi No. 2 is at present confined to the pushing of the crosscut from the 900-foot level on the Josie to the Ann's joint shaft.

Velvet.—Work continues along the usual lines. The foundation for the compressor and the combined compressor building and shaft house are about finished.

Iron Mask.—Work is going on at the 500 foot level at the east end of the mine, where the crosscut for the middle vein have intersected the ore body, finding it up to expectation.

Centre Star.—The shaft is being sunk to the fifth level, where a stadi n is being cut anterior to the prosecution of the various drifts opening up the level.

War Eagle.—Development is proceeding on the seventh and eighth levels of the War Eagle, and some good ore is being found.

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.

Douglas Hunter.—Work on the lower drift tunnel is being pushed, and the showing of ore is increasing.

Evening Star.—The winze is down 240 feet below the level of the lower tunnel, and over 340 feet from the surface.

Cascade.—Work on the drift tunnel continues. The ore body is stronger and is widening.

main its width and the values are even better taken right across the vein. The roomer crosscut from the 900-foot level is now in Josie ground.

Spitzee.—Work continues on the shaft, the lead is becoming stronger and the assays are very satisfactory, running from \$25 to \$100 to the ton.

Between Portland and Chicago on the "PORTLAND CHICAGO SPECIAL." Sunday, April 22nd, the O. R. & N. will put on a new fast train between Portland and Chicago, via Huntington, Leaning and Chicago.

W. H. HURLBURT, General Passenger Agent, Portland, Oregon.

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

Mr. T. G. Holt was in the city yesterday on a business visit.

Mr. G. A. S. Potts, official stenographer of the Supreme court in Kootenay, came over from Nelson yesterday.

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THE FAST LINE TO ALL POINTS DOUBLE DAILY TRAIN SERVICE The Dining Car Route Via Yellowstone Park Safest and Best.

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H. P. BROWN, Agt. R. M. Ry., Rossland, B. C. J. W. HELL, General Agent, Spokane, Wash. A. D. CHARLTON, Asst. Gen. Pass. Agent, Portland, Oregon.

Kootenay Railway & Navigation Company Limited. OPERATING Kaslo & Slocan Railway International Navigation & Trading Co. Bedlington & Nelson Railway, Kootenay Valley Railway.

S. S. INTERNATIONAL Leaves Kaslo for Nelson at 6:00 a. m., daily except Sunday.

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.

B. & N. AND K. V. RYS. Mixed train leaves Bonner's Ferry Tuesday, Thursday and Saturday, connecting with steamer "Alberdy" at Kuskonook and returning same day.



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Direct connection at St. Paul, without change of depot, with all trains for Chicago, Toronto, Montreal, New York and all points west and south.

Leaves Spokane daily for West 7:45 a. m. Leaves Spokane daily for East 10:15 a. m. West bound trains make direct connection for Victoria, Vancouver, Portland, San Francisco and all points on the Sound.

During the season of navigation double bound trains connect at Duluth with the magnificent steamships North-West and Northland, 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 Kootenay Falls & Northern Railway, Kaslo & Slocan Railway, Kootenay Railway & Navigation Company, or to F. L. WHITNEY, General Passenger and Ticket Agent, St. Paul, Minn. H. A. JACKSON, Commercial Agent, Spokane, Wash.

Canadian Pacific Nav. Co. (LIMITED). WHARF STREET, VICTORIA. Time Table No. 54.—Taking Effect Nov. 1, 1900.

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—Wednesday and Saturday 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.

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

WINTER SCHEDULE. Spokane Falls & Northern Nelson & Fort Sheppard R'y RED MOUNTAIN RAILWAY

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 Northern Pacific and O. R. & N. Co.

Leave Spokane... 7:10 p. m. 11:40 a. m. 9:30 a. m. 10:45 p. m. 11:00 p. m. First-class sleepers on night train.

Atlantic S. S. Lines

(From Montreal.) Beaver Line—Montfort... Nov. 18. Beaver Line—Lake Champlain... Nov. 21. Allan Line—Tunisian... Nov. 11. Dominion Line—Cambroman... Nov. 11. (From Portland, Me.) Allan Line—Numidian... Nov. 23. Dominion Line—Vancouver... Nov. 24. (From Halifax.) Dominion Line—Vancouver... Nov. 25. (From New York.) Cunard Line—Lucania... Nov. 11. Cunard Line—Umbria... Nov. 21. White Star Line—Majestic... Nov. 4. American Line—New York... Nov. 21. Red Star Line—Westernland... Nov. 21. N. G. L. Line—Trave... Nov. 21. Anchor Line—Anchonia... Nov. 21. French Line—La Lorraine... Nov. 21. Allan State Line—State of Nebraska... Nov. 11. (From Boston.) Dominion Line—Commonwealth... Nov. 11. Cunard Line—Ivernia... Nov. 11. Passages arranged to and from all European ports. For rates tickets and full information apply to C. F. E. Depot agent, or to A. B. MACKENZIE, City Ticket Agt., Rossland, B. C. W. P. F. Cummings Gen. S. S. Agent, Winnipeg.

THE MILWAUKEE

A familiar name for the Chicago, Milwaukee & St. Paul Railway, known all over the Union as the Great Railway running the "Pioneer Limited" trains every day and night between St. Paul and Chicago, and Omaha and Chicago, "The only perfect trains in the world" Understand: Connections are made with All Transcontinental Lines, assuring to passengers the best service known. Luxurious coaches, electric lights, steam heat of a variety equalled by no other line.

See that your ticket reads via "The Milwaukee" when going to any point in the United States or Canada. All ticket agents sell them. For rates, pamphlets or other information, address, R. L. FORD, C. J. EDDY, Past. Agt., General Agent, Spokane, Wash. Portland, Or.

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Table with columns: Leaves Daily, Spokane Time Schedule, Effective May 15, 1900, Arrive Daily. Rows include 7:35 a.m. EAST MAIL, 10:00 p.m. EAST MAIL, etc.

STEAMER LINES. San Francisco-Portland Route. STEAMSHIP SAILS FROM AINSWORTH DOCK, Portland, at 8:00 p. m., and from SPANISH WHARF, San Francisco, at 11:00 a. m., every five days.

Portlana-Astoria Line. MONTHLY SAILINGS BETWEEN PORTLAND and the principal ports of China and all ports under the direction of Dowdell, Carlin & Co., general agents.

Snake River Route. Steamers between Riparian and Lewiston leave Riparian at 12:00 p. m. daily, returning leave Lewiston, at 7 a. m. daily.

CANADIAN PACIFIC RY. AND SOO LINE. First-class Sleepers on All Trains from REVELSTOKE AND KOOTENAY LDG.

TOURIST CARS. Pass Dunmore Jct. daily for St. Paul Saturdays for Montreal and Boston, Mondays and Thursdays for Toronto. Same cars pass Revelstoke one day earlier.

A POINTER for your Eastern trip is to see that your ticket reads via CANADIAN PACIFIC. Trains Depart—8:00 For Nelson, Kaslo, Cascade, Grand Ex. Sun. Forks, Greenwood, Midway, etc. 10:00 For Nelson, Sandon and Slocan Daily. points, Revelstoke, Main Line and Pacific Coast, and via Crowe Nest Route for all Eastern points. For time-tables, rates, and full information, call on or address nearest Local Agent, or A. B. Mackenzie, City Agt. Rossland A. C. McArthur, Depot Agt. W. F. Anderson, E. J. Coyle, T. P. A., A. G. P. A., Nelson, B. C. Vancouver, B. C.

THE JURY

The Inquest on David Baxter is Eminent of the Jury Attach Some of the Members of the Jury Yesterday.

On the inquest on Hawick being resumed city hall David Baxter stand on behalf of the inquest, Mr. J. L. G. fresh was elicited.

The next witness called, James Gray, when sworn, stated of the accident, he engine, was signalled from the 400 to the 500 level, but he attempted to do so, but not lower the cage level. His indicator showed him just what he was doing.

James Gray, who was a member of the jury at the 600-foot level at the 400-foot level, as far as the mine was concerned he was not a recognized signaller. He had used the signal, there was no for the cage to be lowered, the compartment was working, the compartment was working, the compartment was working.

Paul Wilcox, who was in charge of the mine, testified that he was in the mine at the time of the accident, and that he saw the cage being lowered, and that he saw the indicator showing the level of the cage.

Henry Lyles, who was employed by the mine, testified that he was in the mine at the time of the accident, and that he saw the cage being lowered, and that he saw the indicator showing the level of the cage.

Alick Munro, the that he was mucked of the Nickel Plate occurred. He had informed him of the ing in the shaft help keep in the chairs not load the cars at the same time. This was done by Baxter and the three men. He was sure.

A Ferrar on being evidence of the piling himself. Reason why a man cannot have a hole done in any mine is that the air is not sufficient to support the men on the 500 level on a similar one to the 400 level, and so would be able to personally, and so to transmit them.

By Mr. Macdonald for 27 years in years he had been had worked on Colorado and Ca were more primitive the Nickel Plate the most dangerous of all mines, and that the care is always working in a shaft skip. Some mining coming back to the mine, but there is no other the mine except no special instrument with regard special occasions, a right to move going down him to do so for an old so special accident there, was foot level. The 300-foot level. The 400-foot level. The 500-foot level. The 600-foot level. The 700-foot level. The 800-foot level. The 900-foot level. The 1000-foot level.