ROSSLAND'S MINES

Another Big Deal in the Sale of the No. 1.

EVENING STAR SHIPPING

The Le Roi Will Output 2,000 Tons Per Week—The War Eagle and the Deer Park Continue to Look Well—News From All the Camp.

[From Sunday's Daily.]

The most important news of the past week was the sale of the No. 1, a highly promising Red mountain property lying near the War Eagle and the Josie. The deal was made through Alex. Dick, but the identity of his principals is not announced. The consideration is $200,000, of which an initial payment of $50,000 has been made. The No. 1 is practically undeveloped, and it is most gratifying that the property should have commanded such a price.

The big strikes in the War Eagle and the Deer Park, reported last week, have improved during the past seven days, and the showing now is better than ever.

The annonncement is made that the Le Roi from now on will output 2,000 tons per week. The Evening Star has joined the shipping list, and is now sending out its first consignment of ore.

The shipments since last reported aggregated 1,275 tons, divided as follows: Le Roi, 1,080; Iron Mask, 90; Centre Star, 45; Lily May, 30; War Eagle, 15; Cliff, 15.

The Le Roi.

Operations have been resumed most actively at the Le Roi. The skipway in the main shaft has been completed to the 600-foot level, and work will be commenced this week continuing the shaft to the 700-foot level. This latter depth will be reached in about 60 days. Sinking is to be continued indefinitely, and arrangements are being made so that the shaft can be extended to the 1,000-foot level. New cables for that purpose have been ordered. A sump has been cut out at the bottom of the present shaft, and a stationary pump is being installed.

Capt. Wm. Hall, the superintendent of the Le Roi, expects to output from now on at the rate of about 2,000 tons per week. This amount of ore, it is anticipated, will be raised continuously from now on. A full force of men, numbering in all 224, is employed at the mine.

The 600-foot level, which has been showing up so favorably of late, produced 100 tons of high grade ore Friday. The total shipments for the past week amounted to 1,080 tons, produced from the 450, the 500 and the 600-foot levels, together with some from the 100-foot drifts. The upper workings, while showing up some especially fine ore, are not being operated very heavily, as the ore there is assured, and the policy of the company is to keep on opening up the mine in its deeper levels.

Twenty-two drills are at work in the mine. About 20 per cent of the rock hoisted is waste. The rest is ore of various grades.

The low grade dump contains about 60,000 tons of ore, containing an average gold value of $9, of which $4 can be saved by a free milling treatment. There is in sight in the mine 100,000 tons more of this same class of ore. The aggregate gold value of it all is $1,440,000.

The Virginia.

The hoisting engine was taken to the mine yesterday morning and will be installed this morning. It is expected that the air connections with the engine will be made and the machinery put in motion within the next three or four days. In addition to the hoist two power drills are to be connected and will be started simultaneously with the hoist. The power will be furnished by the Monte Cristo compressor. When the machinery is in motion the intention is to push the work on the double-compartment shaft, which has now attained a depth of some 35 feet.

The Mountain View.

The showing on the Mountain View, near the top of Red mountain, has improved most encouragingly in the past few days. The face of the tunnel, which is in 60 feet, shows nearly a solid body of iron ore giving fair values. Considerable increase in copper has been noticeable lately. The iron in the ore occurs in cubical form. The Mountain View is being developed under the superintendence of Captain William Hall.

The Monte Cristo.

Work on the Monte Cristo is being crowded by the management. This is evidenced by the fact that the shaft has now attained a depth of over 400 feet. About 40 men are now at work and the outlook is most encouraging, as the indications are that the Monte Cristo will ere long be a mine.

The Iron Colt.

The long crosscut tunnel is being pushed ahead through the country rock. The main drift continues to show up a fine body of low grade iron ore, and a new drift was recently started to the west of the main tunnel, on a good-looking stringer.

The Centre Star.

Nominal shipments from the Centre Star continue. The consignments last week amounted to 45 tons. Work is being concentrated in the shaft which is being sunk on the northeast corner of the property. Between 25 and 30 men are at work.

The Evening Star.

The Evening Star has been busy for the past two days getting out its initial shipment of ore. Two teams are hard at work hauling down to the C. & W. wye. About 30 tons has already been got on the cars ready for shipment. Stoping is in progress, with good results, in the drifts at the bottom of the shaft.

The Iron Mask.

The main shaft is now down nearly 175 feet, and a station will be cut out at that level, but sinking will be continued. Stoping is in progress at the 100-foot level. The shipments since last reported amounted to 90 tons.

The Cliff.

The upper tunnel, in which work is being confined, is showing up some excellent medium grade ore. The fine surface showing which was recently opened up lies directly over the tunnel, and stoping in it is in progress.

The Colonna.

At the Colonna the usual progress was made during the past week, and the indications are of an assuring nature.

The Poorman.

Arrangements have been made to operate the Poorman from the Josie tunnel, which will permit a depth of 230 feet being attained. The upraise from the main tunnel is in solid ore, and the showing is very encouraging.

The Sunset No. 2.

The main tunnel continues in a good body of copper ore, and the upraise from the tunnel level to the shaft is progressing rapidly. No. 3 shaft is showing up some good ore.

The Ferndale.

The shaft which is being sunk on the Ferndale in the South belt is being continued and the showing of copper ore, met some time since, remains as promising as ever.

The War Eagle.

The recent big strike in the east extension of the 375-foot level continues to show up very well. A crosscut to open up the vein is in progress at the west extension of the same drift.

The Abe Lincoln.

Sinking is progressing as rapidly as the shaft can be pushed through the body of conglomerate which was recently met. It is believed that a large ore body lies near at hand.

The Little Joe.

Smelting returns from the recent shipment of ore from the Little Joe show an average value of $45 per ton, almost entirely in gold. The tunnel on the property is being steadily advanced.

The Santa Rosa.

The tunnel which is being driven on the Santa Rosa group is in about 40 feet, but there is no development, as the work is in the nature of a crosscut, and it will be three months before the lead will be met.

The Velvet.

The main shaft on the Velvet, which is down about 85 feet, continues to show up a fine body of copper ore. Twenty-two men are at work.

The Deer Park.

Work is being continued in the shaft, and the body of ore which was struck a fortnight ago continues to show up most gratifyingly.

The Blue Elephant.

The shaft on the Blue Elephant, while only down a few feet, is showing up some very good looking mineral. There has been no recent change of importance.

The Lily May.

Crosscutting is in progress at the 100-foot level in the shaft, but it is not expected that the ledge will be met for some time yet.

The Josie.

Operations are in progress at the drifts at the 300-foot level, and a machine drill is also at work in the main tunnel. Nothing is announced regarding the showing.

The Portland.

A small force continues at work on the Portland, one of the New Goldfields of British Columbia's group on Sophie mountain. A shaft is being sunk.

The Elba.

The Elba, in the South belt, is being pushed steadily along and the showing is encouraging.

The Jumbo.

There has been no marked change in the Jumbo. The tunnel continues in a good body of mineral.

The Atlantic Cable.

The shaft on the Atlantic Cable is being pushed rapidly.

The Crown Point.

The upraise from the tunnel level is being continued.

The Coxey.

The crosscut tunnel is being continued through the country rock.

Hall Mines Lead Smelter.

NELSON, Dec 10.—[Special.]—The lead furnace of the Hall Mines smelter is nearly completed and will be ready for operation shortly before January 15th. It may be blown in by that time for a short run, but will not run continuously until contracts have been made for a steady supply of lead ores. The completion of the Slocan Lake branch of the C. P. R. opens that entire district to the smelter, and as there are innumerable lead properties there it is probable that contracts will be made that will be advantageous to both the mine owner and smelter. The capacity of the furnace when it was being operated with copper ore was 100 tons per day, but this was often run up to 130 tons. As lead ores work more readily in the furnace the probabilities are that the amount will be greatly increased. The lead ores now on hand are being roasted and freed of their sulphur and made ready for the smelting furnace.

A Shortage of Powder.

The camp is decidedly short of explosives, and unless a supply is obtained within the next few days there will be a regular famine in that commodity. In one instance one of the leading mines of the camp sent to one of the stores for a good sized order of giant powder. The store did not have a single stick in stock, but sent out and borrowed a small quantity, which will only last for a day or two. Some has been telegraphed for, but during the present stormy weather it is uncertain when it will arrive. Powder is pretty high. It costs 18 cents per pound in carload lots, 19 cents in 100 case lots, and 21 cents in smaller quantities. The powder combine has a corner on this market as well as elsewhere.

WILL SELL THE AIR

It Will Be in Compressed Form For Power Purposes.

AN INTERESTING SCHEME

A New Device Which Automatically Puts the Atmosphere Into a Marketable Shape—It Will Considerably Reduce the Cost of Mining.

A project is now under consideration for supplying the mines of the camp with compressed air from pipe lines radiating out of a big central compressor. The promoters of the enterprise purpose doing away with the local compressing plants now in operation at the various mines, so that the only machinery required would be the drills, the pumps and the hoists, each of which would be supplied with power direct from the company's pipes. No announcement is as yet made of the price at which the company would furnish air, but it would evidently be at a very considerable reduction over the present cost, since the plant, if installed, would be in direct competition with the West Kootenay Electric Power & Light company, which contemplates furnishing motive force at 50 per cent of the present rates. With the two rival companies in the field against each other, a big reduction over present costs would be assured.

The proposed new plant would be erected under the Taylor system of air compression, which has received practical tests in the east, and has proven highly satisfactory and exceedingly economical. The patents are controlled by a Montreal company, headed by the inventor, G. H. Taylor, and a subsidiary company, composed of Spokane people, has recently been formed for the purpose of instituting plants in this country. The company is now putting up a plant at Ainsworth, similar, except in capacity, to the one which it may erect here. The Ainsworth plant has a capacity of 500 horse-power, and air will be distributed from it by pipelines to the neighboring mines.

The company has not disclosed the location of its plant, further than to say that it will be on one of the streams within nine miles of Rossland. It is conjectured that the site will be at the junction of Big Sheep and Little Sheep creeks.

The Taylor system of air compression is altogether unique. It utilizes the fall of water, but dispenses with any moving parts. The plant consists of a cistern, down the center of which passes a vertical tube, widening out at the bottom into a large drum. At the top of the vertical tube, and connected with it, is a horizontal supply pipe. The water, which is automatically mixed with air, flows through the supply pipe down the vertical tube to the bottom of the cistern. During the course of the fall the bubbles of air contained in the water are compressed in a measure proportionate to the height of the fall. Arriving at the bottom of the tube, the compressed air is caught in the drum while the water is allowed to escape. The drum acts as a storage tank for the air, and from it the main pipe line leads, while branch pipes run off to supply individual customers. It is estimated that in such a plant as may be built here it will be possible to distribute to the mines 70 per cent. of the potential power contained in the water.

G. H. Taylor and W. S. Norman, who are representing the company, were here last Monday looking over the field, but the object of their visit has just transpired.

WILL USE SAME TRACKS.

C. P. R. and Corbin Have Evidently Made a Combine.

J. L. G. Abbott, who is the local solicitor for the C. P. R. railway, is just now securing the right of way for that company into this city. So far he has had no trouble, as the owners of claims which carry the surface rights with them have cheerfully donated the company enough land for a right of way.

It is rumored that an arrangement has been entered into with D. C. Corbin by which the C. P. R. is to have the right of way over the grant of the Red Mountain railway. It was also stated that the relations between the Corbin line and the C. P. R. are of the friendliest character possible. It is evidently the intention of the C. P. R., when its connection with Rossland is completed, to run a daily train into Spokane over the tracks of the Red Mountain railway and the Spokane & Northern in much the same as it runs a train into and out of Seattle daily over the Seattle & International railway.

The object of this is to compete to greater advantage with the Great Northern and Northern Pacific railways, that have for a long time been seriously cutting into the business of the C. P. R. by reason of the greater expedition with which they handle the business, and the deep cuts that have sometimes been made by those lines in the freight rates.

It is also said by some that the C. P. R. regards the Kootenay country as a part of its exclusive territory, and is determined, if possible, to drive all its competitors here out of the field at any cost.

THE MAYOR AND THE BYLAW.

Mayor Scott was seen Friday last by a MINER reporter in regard to the administration's policy now that the $50,000 loan bylaw has been quashed.

"There has been no meeting of the council yet in regard to the matter," said the mayor, "and consequently I cannot speak authoritatively regarding it. Personally, I think that a mistake was made in seeking to have the bylaw set aside, as it involves considerable expense and no benefit can be gained. I am extremely doubtful that the city can make so good a bargain again, especially in regard to the sinking fund, for which under agreement A we were to receive 4 per cent interest.

"I see by THE MINER that action has been commenced to set aside the two $7,500 loan bylaws, but I am satisfied that such an endeavor will prove futile. The bylaws have been carefully prepared by the city's solicitor, and I am sure they are entirely legal."

Wild Horse Gold Mining Company

(LIMITED LIABILITY.

ROSSLAND, BRITISH COLUMBIA.

CAPITAL STOCK - - - - 2,000,000 SHARES.

PAR VALUE $1.00, FULLY PAID AND NON-ASSESSABLE.

TREASURY STOCK - - - 700,000 SHARES.

OFFICERS:

PRESIDENT - - - - - R. A. DICKSON, ESQ.
VICE-PRESIDENT - - - - - J. S. CLUTE, ESQ.
SECRETARY-TREASURER - - - JOSEPH B. DABNEY, ESQ.
GENERAL MANAGER - - - - J. L. PARKER, Esq., Mining Engineer.

The properties comprise seven gold and silver bearing claims, viz: the Molly F. Big 2, Nebraska Girl, M. E. F., Red Lion, Whale and Commonwealth, situated on Wild Horse, Porcupine, Bear and Quartz creeks, which empty into the Salmon river, distant on an air line about 30 miles from Rossland, in the West Kootenay District, British Columbia, and within a radius of four miles of Ymir station on the Nelson & Fort Sheppard Rail Road.

These properties are not isolated, but in the immediate vicinity and surrounded by such properties of known value as the Dundee, Ymir and Tamarac.

A considerable amount of work has been done on each of the properties belonging to this company and without exception every one shows up remarkably well. On the Nebraska Girl a splendid ore body has been found and a tunnel is now being driven in on the lead where a depth of 350 feet will be attained. The latest assay gotten from ore taken from this tunnel runs $74.68.

These properties were passed upon by Mr. J. L. Parker, the mining engineer who passed upon the Dundee property and under whose superintendence it has shown up so well that the stock has advanced from 10 to 75 cents per share, and we may add that he also passed upon the Keystone, the shares of which have doubled in value within a short time.

Mr. J. L. Parker has accepted the position of General Manager of the Wild Horse Gold Mining company, and all its work will be carried on under his direction.

This is essentially and strictly a working company, and we have every reason to believe that, by careful and judicious management and expenditure of money in opening up the property, gratifying results will be achieved, and the property made a dividend payer within a reasonable length of time.

All the promoters' shares have, by agreement, been pooled indefinitely and consequently cannot come into competition with the treasury shares until the mine is on a paying basis, and none will be sold except treasury stock for development purposes and the putting in of machinery.

The Wild Horse Gold Mining company has 700,000 shares of Treasury Stock.

It is our aim, and we believe we can make the work of the company a grand success.

The work of opening up and developing the property is going steadily ahead and will be pushed vigorously.

For the purpose of raising funds with which to carry on the work, the company has decided to offer for sale a limited number of shares.

Statements will be sent from time to time to every shareholder giving full information in regard to the condition and progress of the business.

All communications and applications for shares should be addressed to the

WILD HORSE GOLD MINING COMPANY,
ROSSLAND, BRITISH COLUMBIA.

Box 753.

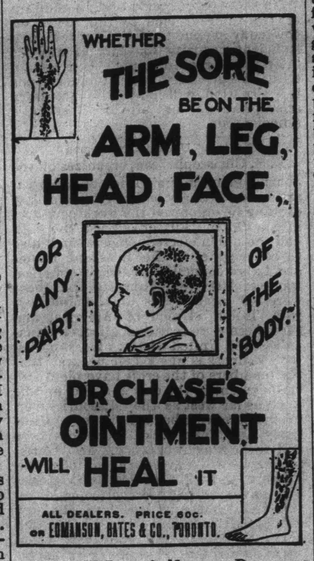
AN ILLEGAL ARREST.

The Crown Backs Up Barrett's Claim for Compensation.

TROY, N. Y., Dec. 9.—The English government, through it ambassador, has made a claim at the state department at Washington, on behalf of Patrick Barrett of Montreal, for compensation for his illegal arrest in this city some weeks ago. On November 18 Barrett arrived in the Union railroad station here, from his home in Montreal, about 3 o'clock in the morning, and started down Broadway on his way to Watervliet to visit his father, who was seriously ill and to whose bedside he had been suddenly called. Barrett was in a hurry and was going at a pretty fast gait, when he was hailed by a policeman. He thought some one was trying to hold him up and started to run. The policeman pursued, fired several shots at him, and finally caught him. Barrett told the policeman that he was going over the river to visit his father, who was ill, but the policeman was not convinced until he had accompanied Barrett to the house and heard his story corroborated by members of the family. Barrett is a British subject, and was very indignant over his arrest. When he returned to his home he notified the crown, with the above result.

Turkish Baths Burned.

QUEBEC, Que., Dec. 10.—The recently completed Turkish baths establishment was burned early this morning. Five gentlemen were in the baths at the time and several young women employed in the Victoria hotel, who were asleep in the upper portion of the building, all had narrow escapes. The loss is covered by an insurance of $11,000.



SOLD BY MCLEAN & MORROW, DRUGGISTS

WAS TIRED OF LIFE

A Mining Man Sends a Bullet Through His Brain.

FAILED TO MAKE A DEAL

This so Disheartened Him That He Wrote a Letter and Then Stood Before a Mirror and With a Pistol Killed Himself.

Disheartened by the ill success which had attended his mining ventures Edward P. Suydam, a prospector, fatally shot himself in the right temple at 9:30 o'clock Friday evening at his room in the War Eagle hotel. He was intoxicated at the time. In a remarkable letter, in which he declared that he killed himself as the world would be better without him, and he requested that he be buried by his brother Master Masons on American soil. He leaves a wife and children at Castle, Mont.

Suydam came to Rossland on December 1 from Grand Forks, in company with C. A. Hagelberg, to sell some claims in which the two were interested, as well as to negotiate some deals for acquaintances in the Boundary country. He went into that country five or six years ago, and was credited with having some good claims. Suydam was not successful in his deals, and expected to return to Greenwood Saturday. He was busy writing Friday, and evidently drew up his ante-mortem document at that time. About 9:30 he came down from his room and got a glass of ice-water at the bar. Bidding his friends goodnight he returned to his room, and a moment later a report was heard. On investigation it was found that he had calmly seated himself before the mirror, placed a pistol at his right temple, carefull aimed and fired. The bullet entered the right temple and came out in the upper part of his forehead, slightly to the left, and lodged in his hat. Drs. Campbell and Bowes were summoned, but could do nothing for him, as the wound was palpably fatal. He was still living and was sent to the Sisters' hospital.

Suydam, who was 54 years old, was an American, and served in the Federal army. Drifting west, he made a fortune as a mining operator in the San Juan country in Colorado, but he lost all he made. Subsequently he grew rich in the wool business, but was again unfortunate, and for the past five or six years he had followed mining in British Columbia.

He had a large number of acquaintances here, all of whom have a kindly word to say of him.

Mr. Suydam died at 20 minutes to one Saturday morning. B. B. White, undertaker, has charge of the remains.

An Exceptional Offer.

Commencing Oct. 1, 1897, THE WEEKLY MINER will be sent to any address in Canada or the United States until Jan. 1, 1899, for one year's subscription.

Going East?

IF YOU ARE DO NOT FORGET : : :

Three Important Points.

FIRST—Go via St. Paul because the lines to that point will afford you the very best service.

SECOND—See that the coupon beyond St. Paul reads via the Wisconsin Central, because that line makes close connections with all the transcontinental lines entering the Union depot there and its service is first-class in every particular.

THIRD—For information, call on your neighbor and friend—the nearest ticket agent—and ask for a ticket reading via the Wisconsin Central lines, or address

JAS. C. POND, Gen. Pas. Agt., Milwaukee, Wis.
or GEO. S. BATTY, General Agent, 245 Stark st., Portland Or

Kaslo & Slocan Railway

TIME CARD.

Subject to change without notice. Trains run on Pacific Standard time.

GOING WEST	Daily.	GOING EAST
Leave 8:00 a.m.	Kaslo	Arrive 3:50 p.m
" 8:36 "	South Fork	" 3:15 "
" 9:36 "	Sproule's	" 2:15 "
" 9:51 "	Whitewater	" 2:00 "
" 10:03 "	Bear Lake	" 1:48 "
" 10:18 "	McGuigan	" 1:33 "
" 10:38 "	Cody Junction	" 1:12 "
Arr. 10:50 "	Sandon	Leave 1:00 "
	CODY LINE.	
Lv 11:00 "	Sandon	Arrive 11:45 a.m
Ar 11:20 "	Cody	Leave 11:25 "

ROBT. IRVING, G. F. & P. A. GEO. F. COPELAND, Superintendent

Columbia & Western Ry.

SCHEDULE.

Effective Monday, Nov. 22, 1897.

WESTBOUND.				EASTBOUND.		
P.M. No. 5	P.M. No. 3	P.M. No. 1		P.M. No. 2	P.M. No. 4	P.M. No. 6
3:45		9:00	ROBSON	8:00	..	2:30
5:00	2:00	10:00	TRAIL	7:00	12:55	1:15
	3:15	11:15	ROSSLAND	6:00	12:00 m.	

No's 1 and 2 connect with C. P. R. main line steamers, and trains to and from Nelson at Robson.

No's 3 and 4 are local trains between Trail and Rossland.

No's 5 and 6 are local trains between Trail and Robson. No. 6 connects with train No. 4 from Rossland.

All trains daily.

F. P. GUTELIUS, Gen. Supt

Spokane Falls & Northern

Nelson & Fort Sheppard R'y

RED MOUNTAIN RAILWAY

The Only Route to Trail Creek

And the Mineral Districts of the Colville Reservation, Nelson, Kaslo, Kootenay Lake and Slocan points.

DAILY, EXCEPT SUNDAY, BETWEEN SPOKANE, ROSSLAND AND NELSON.

LEAVE.		ARRIVE.
12:00 a. m	ROSSLAND	2:50 p. m
9:20 a. m	NELSON	5:35 p. m
8.00 a. m	SPOKANE	6:40 p. m

No change of cars between Spokane and Rossland.

Close connections at Nelson with steamers for Kaslo and all Kootenay lake points.

Passengers for Kettle river and Boundary creek connect at Marcus with stage daily.

THE WEEKLY MINER contains the mining news of the entire Kootenay district.