

THE MINING REVIEW

Output for Week Somewhat Reduced by Shut Downs.

CENTRE STAR TO USE STEAM

Work on the I. X. K. Watched With Keen Interest—New Steam Hoist Ordered by the Centre Star—Tramway For No. 1 and Josie Being Pushed for Shipping Purposes.

Beyond the ordinary development work of the camp there has not been much news of importance to note during the week just ended. The closing down of the Evening Star mine after the property had been continuously worked for two years is to be regretted. The mine has a large reserve of ore in sight which could be sent out to the Northport smelter very profitably under the present low rate obtainable there of \$4.50 for freight and treatment. The misunderstanding which has arisen among those composing the management of the Evening Star is not understood to be serious and operations are expected to be resumed in the near future. The temporary closing down of the Le Roi in order that some changes might be made in the old workings there affects the shipping returns for the week. It is intended to resume operations on Tuesday the 19th and the Centre Star have both been in trouble during the week, owing to a couple of breakdowns in the electric power supply. As will be seen from the mention made hereunder both these properties are gradually overcoming the difficulties encountered of late, and before the end of the present year, the mines mentioned will be well supplied with temporary power. The decision of the Centre Star management to purchase a large steam hoist for the mine is worthy of note.

The visit of Mr. John S. Baker of Tacoma, to the camp during the week brought out a full report of the plans of the I. X. L. management. As Mr. Baker controls the property which is exciting so much interest, his observations will be noted with interest. The building of the ore tramway for the Number One and Josie, which is now well under way, makes it fairly certain that the B. A. C. intend to ship from both these properties by the end of the year. The management, however, will not officially state just what the plans are. It is unusual, however, for mine managers to build 1900-foot tramways merely for amusement and an official announcement may be expected shortly about these two new shipments.

Today is the date of the regular pay day of this camp. The War Eagle, Centre Star and some of the other mines paid their men yesterday, and the balance of the men will receive their wages tomorrow. The figures for the whole camp are not yet to hand, but it is safe to estimate that the amount paid out last month will at least be equalled, if not exceeded.

Ore Shipments. What with the Le Roi closing down on the 11th and the War Eagle and Centre Star being obliged to close down twice during the week it is somewhat surprising that the output of the camp for the week just ended has been as well maintained as it has. Approximately the ore shipments for the week amounted to 4,223 tons, a decrease from the output of the previous week, when the shipments amounted to 5,180 tons, of 982 tons. Under the circumstances the total output is up to the average expected at this season of the year. Had not the big mines been obliged to close down as stated the shipments would have easily exceeded the required 5,000 tons which is now looked for every week. The Le Roi sent 1,792 tons to Northport and did not ship on Friday or Saturday. The War Eagle shipped 1,457 tons and the Centre Star 1,074 tons to the Trail smelter. The Le Roi dispatched six carloads to Trail, or 188 tons. The Evening Star has one carload of 60 tons to its credit and the Virginia got out 20 tons. The combined output of the War Eagle and Centre Star amounted to 2,170, a very creditable showing considering the difficulties at the two mines, which at the present time, but which are being gradually overcome. The Northport smelter received 1,852 tons and the Canadian smelter at Trail 2,376 tons during the week. The total estimated output of Rossland camp for the year to October 14th is put at 129,037.5 tons.

Appended is a detailed statement (approximately) of the camp's output for the week ending October 14th and year to date:

Table with columns: Week-Tons, Year-Tons. Rows include Le Roi, War Eagle, Iron Mask, Evening Star, Deer Park, Centre Star, Virginia, Mountain Trail, I. X. L., and Total.

War Eagle and Centre Star.—The determination of the management of the Centre Star mine to purchase a large steam hoist has been officially announced. The order has been given the Webster, Camp and Lane company of Ohio. Owing to the immense amount of work on hand, the new hoist will not be installed probably for three months. The decision to use steam in place of electricity is important. It may be taken for granted that the management has well weighed the respective merits of steam and electricity, and their final decision now made public, though doubtless made in the best interests of the property concerned, will be noted with regret by all those who have regarded electricity as the coming power and an advance on steam. After a great deal of trouble and delay, the five small compressor plants that have been hurriedly got together to supply power temporarily to both properties, are now nearly complete. The machinery of four of these plants was on the ground yesterday, and the fifth will be in place this week. It must be clearly understood that the erection of the plant is only a temporary measure, con-

ried out to prevent any further delay in either mine. The plans for the permanent plant for the Centre Star have already appeared in detail in these columns. In the War Eagle the temporary hoists in the tunnel station at the 250-foot level are still awaiting the arrival of the skips. In the meantime one side of the big electric hoist is being worked hard to get out the ore. One side of the new compressor has been in use during the past week, but an effort will be made this week to run both sides continuously. Mr. Carl R. Davis, formerly of Butte, Montana, who some time ago was appointed underground superintendent of both mines, arrived yesterday and will assume his duties tomorrow. The office filled by Mr. Kirby, superintendent of the mines, Mr. Davis will have full charge underground, reporting direct to Mr. Kirby. The combined shipments of the mines for the past week totalled 2,170 tons, a very good showing under the circumstances.

I. X. L.—On Wednesday of last week Mr. John S. Baker of Tacoma, paid a hurried visit to the I. X. L., and inspected the progress made to date. Mr. Baker holds the controlling interest in the property, and during his visit he stated that work on the mine would be promptly pushed. The company, Mr. Baker stated, had now over \$20,000 in the treasury available for development, and whenever more funds were required the money would be promptly forthcoming. No. 1 tunnel is now in 150 feet, number two 240 feet and number three over 300 feet, all in round numbers, but sufficiently close to be accurate approximately. At a point 300 feet from the side of the hill in number three tunnel, crosscutting to strike the vein about the face of No. 2 is now in progress. This crosscut is now driven about 90 feet, and within the next 30 or 40 days at the farthest, the superintendent expects to strike the ledge.

Upraising is also in progress from tunnel number two to tunnel number one. When this is completed it will give the mine much needed ventilation, and better progress can be made. Three shifts are now working in the upraise and in tunnels one and two, and three shifts will be at work in number three tunnel very shortly, employing in all 24 men. The pay roll next month will be about \$2,500. The shipment of 25 tons of ore to Northport from the mine about a week ago turned out very satisfactory. Forty-five dollars per ton in gold alone was realized. A second shipment has been delayed somewhat by the manager not being able to obtain the necessary sacks. The trouble was overcome, however, and another shipment will shortly be made. One of the chief matters referred to by Mr. Baker was the cheap rates for freight and treatment obtained at Northport. The management of the I. X. L. had figured out the cost of milling the ore at the O. K. mill, which lies just below the mine, but when the cost of shipping the concentrates to the smelter, which would have to be done in any case, was taken into consideration, it was found that the best and cheapest plan was to ship direct to the smelter in the first instance, this being made possible by the rate given of \$4.50 per ton. The Great Northern railway has been applied to for a 700-foot spur. When this is run, the old O. K. tramway can be utilized, and shipments got out much more readily than at present. Mining men will watch the results of the development on the I. X. L. from this time on with very keen interest.

Le Roi.—After sending down nearly 1,800 tons of ore to the Northport smelter during the week, the Le Roi closed down for several days on the 13th, and no shipments were made on that date or yesterday. Some repairs on the old workings were found necessary, and the stoppage is only temporary. Early this week work will be started up again. Some seven car loads of ore have been loaded and are on the switch ready for Northport in addition to the shipments already mentioned, but these will not go on record until the end of the present week. The ore tramway came to grief during the week owing to an accident. Both of the ore cars were injured and the track was displaced in places. The necessary repairs were at once undertaken, and the tramway will be all ready when the mine starts up again. The new tramway for the 120,000 tons of second class ore now on the dump is being rushed to completion, and another fortnight should see it finished and in operation.

Evening Star.—On Tuesday of last week the Evening Star mine was closed down and all the men laid off. Some misunderstanding among those who compose the present management of the mine is said to be the reason for stopping work. For nearly two years now the mine has been continuously operated, and this year alone over 1,000 tons of ore has been shipped out to the smelter. There is an excellent reserve of ore in sight, and the property was long looked upon very favorably by mine men generally when the shut down occurred. It is stated that a re-arrangement of the company is expected, and a resumption of work is looked for in the near future.

Josie and Number One.—The new 1,900-foot tramway for bringing the ore of the Josie and Number One down to the Great Northern railway level for shipping purposes, is being rapidly constructed, and it is expected that it will be completed and in running order in about six weeks time. It may be taken for granted that both the properties mentioned will be found among the camp's shippers before the close of the year. The management has not made any official statement in the matter, but it may be reasonably looked for shortly.

California.—Pending the arrival of the machinery and plant ordered some time ago for the California, a small staff of men have commenced development work on the property. Mr. J. W. Spaulding, who has been in charge of the Cannon Ball group on Christina lake all summer, is now mine foreman of the California, under Mr. Wm. Y. Williams. Mr. Spaulding was originally in charge of the work on the California from the time the property was first developed until it closed down some three years ago.

St. Elmo Consolidated.—The work of installing the new compressor plant at the New St. Elmo has been in progress all week. Meantime work on the crosscut from the tunnel has been continued. Sunset No. 2.—Work is progressing along the usual lines with two machine drills in operation and 27 men. Mr. W. H. Jeffery,

consulting engineer of the company, visited the property during the week and was exceedingly well pleased with the development. Work is now at the 100-foot level in the new shaft.

Deer Park.—Steady work has been in progress all week in the Deer Park. In the showing in the new shaft continues to be of an encouraging nature. During the week the management purchased a 10 horse power hoist from the Canadian Rand Drill company, which will be installed at the new shaft at once.

Homestake.—The work of drifting is continued on the 200-foot level, and crosscutting has discovered some extremely good ore. The work of crosscutting for the big body of ore visible on the surface is being actively continued. The management is thoroughly satisfied with the showing.

Coxy.—Men have been busy all week sorting ore on the Coxy and getting the first shipment ready. The want of water makes the sorting slow work, but the management expect to get the first car load off on Tuesday or Wednesday of this week.

Mountain Trail.—The work of getting the concentrating plant into working order is being proceeded with actively. One of the shafts is now down 110 feet, and pay ore is met with.

Jumbo.—Work on the lower tunnel in the Jumbo has been in progress all week. No fresh developments are looked for until the ledge is reached in the next 40 or 50 feet of work.

Mabel.—Superintendent McCoy of the Mabel reports work progressing as usual. It is expected that the ledge will be encountered in the lower workings this week.

Virginia.—It was reported that another good strike had been made, but no information regarding the truth of the report could be obtained.

Wallingford.—Work on the tunnel in the Wallingford continues. There have been no fresh developments during the week.

Iron Mask.—The work of sinking from the 250-foot level is proceeding, and the ore which is being taken out is of a high grade.

Portland.—Work is being actively pushed, and the tunnel is in now a distance of 120 feet.

Rossland Farms.

The Miner has received some samples of wheat and rye grown on Le Roi avenue on the southern slope of the bluff in the city, near Alderman Lalonde's house. These samples are on view in the Miner window. The wheat is quite ripe, and appears to be equal to No. 1 Manitoba hard. Reference was made yesterday to potatoes grown in Rossland, samples of which were on view in the Miner office window. It is well known that small fruits of all kinds, also roses and garden flowers of every variety have been grown by one or two of the old residents taken in conjunction with the vegetables and fruits and flowers which are grown here. It is not surprising that the climate of Rossland is not as rigorous as outsiders might imagine. It is only a matter of time when the gardens and lawns will be a conspicuous feature of Rossland life.

A New Hoist.

The management of the Deer Park has purchased a 10-horse power hoist from the Canadian Rand Drill company. The hoist will be at once installed at the new workings on the Deer Park.

Changes at Le Roi.

There was an accident on the Le Roi tramway yesterday which smashed up the ore cars and otherwise demoralized the working gear. This will cut down the mine shipments somewhat this week, but only a slight delay will be necessary. Shipments, however, will entirely cease for a day or so in order that some changes may be made in the old workings. The management expect to make good the loss occasioned by the short delay before the end of the week.

In Charge of the California.

Mr. J. W. Spaulding, who has been in charge of the Cannon Ball group on Christina lake all summer, has been appointed foreman of the new workings on the California in this camp. Mr. Spaulding was in charge of the California three years ago, when the property closed down.

FACTS WORTH CONSIDERING.

Paine's Celery Compound Is Your Only Hope if You Would Banish Sickness and Disease.

At this time we simply give a few facts in connection with the use of Paine's Celery Compound that should prove interesting to all who are looking for new health and vigorous strength. Paine's Celery Compound encourages and strengthens the kidneys, and enables them to cleanse the blood of waste and poisonous matters that are the direct cause of drowsiness, melancholia, depression of spirits, wasting sickness, blood diseases, headaches and that general "run down" condition that opens the door to organic diseases of the heart, kidneys and stomach.

Paine's Celery Compound makes the blood a bright red color, increases its volume in the arteries, and quickens its circulation, enabling a nerve-ridden person to sleep eight or nine hours at a stretch. Paine's Celery Compound is pre-eminent capable of doing all that it promises, and does a work that no other medicine can accomplish. If you, dear reader, have failed in the past with other medicines, take immediately the advantage of the virtues of Paine's Celery Compound that has proved such a blessing to tens of thousands in the past.

The postmaster-general in England is considering the feasibility of introducing three-penny telegrams.

Perfect Diamonds advertisement with an illustration of a diamond ring.

Henry Birks & Sons advertisement, Montreal, Jewellers to His Excellency the Earl of Minto.

CERTIFICATE OF IMPROVEMENTS.

Notice. Wolverine No. 2 mineral claim, situated in the Trail Creek mining division of West Kootenay district. Where located: About three miles southeast from the city of Rossland adjoining the Southern Cross.

Standard mineral claim, situated in the Trail Creek mining division of West Kootenay district. Where located: About three miles east of Rossland, B. C., south of and adjoining the Royal George mine claim.

Standard mineral claim, situated in the Trail Creek mining division of West Kootenay district. Where located: About three miles east of Rossland, B. C., south of and adjoining the Royal George mine claim.

CERTIFICATE OF IMPROVEMENTS.

Notice. Mountain Bell mineral claim, situated in the Trail Creek Mining Division of West Kootenay district. Where located: On Norway mountain.

CERTIFICATE OF IMPROVEMENTS.

Notice. "Brunswick" mineral claim, situated in the Lardero mining division of West Kootenay district. Where located: On Brunswick mountain, eight miles easterly from Comaplix.

CERTIFICATE OF IMPROVEMENTS.

Notice. "Kaslo & Slocan Railway" advertisement regarding navigation and international shipping.

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COMPANIES' ACT, 1897, AND AMENDING ACTS.

Notice is hereby given that the California Gold Mining company has appointed William Yolen Williams, miner, of Rossland, B. C., the attorney for the company in place of W. T. McDonald, of Rossland aforesaid. The said attorney is not empowered to issue or transfer stock of the company.

C. J. WALKER, No. 24 COLEMAN STREET LONDON, E. C. London Agent for the Rossland "Miner." H. E. A. COURTNEY, Barrister, Solicitor, Notary Public.

Atlantic S. S. Lines advertisement listing routes from Montreal and New York to various ports.

Spokane Falls & Northern Nelson & Fort Sheppard's RED MOUNTAIN RAILWAY advertisement.

Canadian Pacific Nav. Co. advertisement listing routes and schedules.

Kootenay Railway & Navigation Company advertisement regarding international shipping.

THE WISCONSIN CENTRAL LINES advertisement regarding shipping routes.

East West advertisement regarding shipping routes.

THE SURVEYORS CHAIN MAKE IT THE SHORTEST advertisement regarding shipping routes.

LARDO-DUNCAN DIVISION advertisement regarding shipping routes.

NORTHERN PACIFIC RAILWAY logo and text.

THE FAST LINE TO ALL POINTS

The Dining Car Route Via Yellowstone Park Safest and Best. Solid Vestibule Trains Equipped with Pullman Palace Cars, Elegant Dining Cars, Modern Day Coaches, Tourist Sleeping Cars.

Through tickets to all points in the United States and Canada. Steamship tickets to all parts of the world. Tickets to China and Japan via Tacoma and Northern Pacific Steamship Co.

C. R. & N. THE ONLY LINE EAST VIA SALT LAKE AND DENVER.

SHORTEST AND QUICKEST ROUTE to Coast d'Alene Mines, Polouise, Lewiston, Walla Walla, Baker City Mines, Portland, San Francisco, Cripple Creek Gold Mines and all points East and South.

Table with columns: Leaves Daily, Spokane Time Schedule, Arrives Daily. Lists various routes and schedules.

STEAMER LINES. San Francisco-Portland Route. MONTHLY SAILINGS BETWEEN PORTLAND and the principal ports of China and Japan under the direction of Dowdell, Carrill & Co., general agents.

A FEW INTERESTING FACTS... When people are contemplating a trip, whether on business or pleasure, they naturally want the best service obtainable so far as speed, comfort and safety is concerned.

THE SURVEYORS CHAIN MAKE IT THE SHORTEST Transcontinental Route. It is the most modern in equipment. It is the only line running luxurious club rooms afloat. It is the only line serving meals on the sea in a carte plan.

Through the GRANDEST SOJOURN in America by Daylight. Attractive tours during the season of navigation on Great Lakes via Duluth in connection with the "significant" passenger steamers Northwest and N. Island.