

ROSSLAND WEEKLY MINER.

Two Dollars a Year.

ROSSLAND, B. C., THURSDAY, FEBRUARY 1, 1900.

Fourth Year, Number 49

PROGRESS OF MINES

The Spur to the Mother Lode Being Extended.

BRANDON AND GOLDEN CROWN

A Meeting of the Directors Held in Which the Policy in Regard to Shipping Was Outlined—Work at Annual Meeting of the Sunset Co.

Mr. D. A. Holbrook, one of the enterprising pioneers of Greenwood, is in the city on a business visit. He reports that the construction on the smelter of the British Columbia Copper company, limited, at Greenwood, is making excellent progress. It is expected that it will be ready to begin active operations by June at the earliest. A residence for Mr. Paul Johnson, the manager of the smelter, and an assay office, are being erected also. Mr. Johnson and Mr. Frederic Keffer, the manager of the Mother Lode, have been in New York consulting with the officers of the company there as to the future plans.

The track of the spur to the Mother Lode mine, which is to supply considerable of the ore for the smelter, is being extended. One of the bridges near the Hope property is almost finished. This spur should be completed to the Mother Lode in a few days.

A new townsite has been established near the Mother Lode, on the McRae ranch. Mr. Ross Thompson of Rossland, is trying his luck with another townsite.

worth of gold. There are large masses of pure yellow gold running through the quartz. It came from a continuation of the find of very rich ore that was made a couple of weeks since above the No. 1 tunnel in the I. X. L. About three tons of this rich ore has been taken out and it is thought it will run \$5,000 to the ton. There is more of it which has not yet been extracted. The intention is to send two carloads of ore to the smelter. The very rich ore will be taken down by itself as it is far too rich to be mixed with the \$30 rock which is about the value of the second class ore from the I. X. L. There is considerable more of the rich ore yet to be extracted.

Progress of the Ymir Camp.

This is our first issue in 1900, and it behooves us to look back upon 1899 and to look forward, as far as may be, upon what lies before us, says the Ymir Miner. We have not had anything in the shape of a boom during the past year; nevertheless Ymir has progressed in a remarkably steady fashion, as may readily be seen by a comparison of things as they are today with their condition a year ago. At the end of 1899 the output of Ymir camp totalled up to 170 tons only, made up as follows: Dundee, 60 tons; Porto Rico, 60 tons; Blackcock, 50 tons. Today the output of Ymir stands at over 23,000 tons, made up as follows: Ymir, crushings, 17,500; crude ore, 310; total, 17,810 tons. Dundee, crushings, 700; crude ore, 60; total, 760 tons. Porto Rico, crushings, 4,400; crude ore, 60; total, 4,460 tons. Blackcock, crude ore, 238; total, 238. Grand total, 23,283.

This figure, however, represents but a small proportion of the four mines contributing. Not one of them has had a full year's work. The Ymir mill has been in operation since the beginning of April

FROM OTHER CAMPS

Mining Notes of Interest From the Kootenays and Yale.

GREAT ACTIVITY IN BOUNDARY

The Payne Mine Starts Shipping Again An Open Winter in the Districts Generally—News of East Kootenay, the Slocan, Ymir and the Boundary Country.

The fact that the present winter is proving an open one throughout the Kootenays and Yale generally has enabled mining operations to make much better progress than usual at this season. In the Slocan all attempts to settle the labor question have failed, and some of the mines are bringing in miners from outside of the district. The Boundary country continues to be the scene of very active progress. The list of shippers from the district is growing, and in all the various camps good work is being accomplished.

Appended are mining notes of interest from the Slocan, Ymir, East Kootenay and the Boundary Creek country.

THE SLOCAN.

The Ore Shipments for Last Year of Some of the Mines—Payne Shipping Again.

Last week's ore shipments totalled up 295 tons.

cently brought up from the mine. It is the finest ore yet taken from that section. It is high grade, some of it assaying over \$100 to the ton.

Late reports from the Sullivan mine are to the effect that as the work progresses the mine is improving. The amount of ore which can now be extracted for shipment will keep the North Star branch busy.

Work on the Black Bear mine near Kimberley is progressing rapidly, and by the time the railway is completed the company will make a shipment of ore. The property is favorably located for shipping facilities, the railroad passing over the property less than 50 feet from the main opening.

The recent strike in the North Star is of even more importance than at first reported. The new ore body is ten feet thick and covers an area of 150 by 200 feet, and increases the amount of ore in sight by 15,000 tons. The ore is of good grade, being high in lead and low in silver. It is connected with the old ore body. The 630-foot tramway will probably be completed about the middle of the month. When finished it will represent an expenditure of \$20,000. The company is now building a 350-ton ore bin at the terminus of the North Star branch railway.

From what can be learned there is not so much snow in the mountains as is usual at this season of the year, and it is predicted that the mining season will commence much earlier this season than last. If this is so great progress may be looked for in the mineral development of the mines in this district. In fact, many have been worked all winter. In the Windermere country last year it was almost impossible to get in the mountains until July, but during the present winter mines 7,000 feet above sea level are being worked. It is a good thing that the conditions have been so favorable for development

joins the Okanogan. The sale figure is stated to have been \$20,000.

A tunnel has been started on the Kittie W., which adjoins the Pathfinder, on the North Fork. The intention is to drive it to the heart of the claim at a depth of over 200 feet. It is believed the tunnel will cut the various ledges of the property and determine which one carries the pay chute.

There are 2,000 tons on the dump of the Golden Crown and a large body of good shipping ore blocked out in the mine, which is now capable of an output of 20,000 tons from work already done. The main working shaft of the mine is now down 320 feet, with crosscuts at the 100, 200 and 300-foot levels. At the 100-foot level about 125 feet of crosscutting has been done. At 150 feet a crosscut has been driven and fine ore encountered. An upraise connects the two crosscuts, and a large body of ore has been blocked out. On the 300-foot level another crosscut, now in some 250 feet, is being driven to strike the ore body. Ore bunkers are to be constructed at an early date, and on the finishing of laying steel to the dump, a season of steady shipments of ore to the smelter is to be inaugurated.

YMIR.

The Yellowstone Mill—The Second Stamp Mill for the Ymir.

The Yellowstone Mines, Limited, has nearly completed the installation of its ten-stamp mill.

So far six carloads of machinery for the second stamp mill have arrived at the depot, and loads are being taken up to the Ymir mill daily. It is probable the extra 40 stamps will be ready to run about the end of March next.

Certificates of improvement have been issued by the Delight Gold Mining company of Hamilton, Ont., for the Delight

BIG BULLDOG BORE

It is Completed and Track is Now Being Laid.

ITS LENGTH IS 3,200 FEET

It Will Do Away With the Centipede-Like Switch-Back, With Its Many Legs, Over Which the Cars Now Cumberlog Mountain.

The 3,200-foot tunnel under Bulldog mountain has been completed, and the work of laying the track through it is now in progress. It is expected, therefore, that trains will be running through this tunnel within the next few days. The size of the tunnel is 16x23. The contract for the tunnel was awarded to Foley Bros. & Larsen. The price is not definitely known but it is claimed that they were to receive \$12 a foot, or \$198,400 for the entire work. The contract was sublet to McLean Bros. for \$30 a foot, it is claimed. They procured a 14-drill compressor plant, and in July, 1898, had bored 715 feet on the east end, and 279 feet on the west, or a total of 1,004 feet, by the 15th of June of last year. Then they threw up the contract, claiming that they had made nothing by their year's work, and could see only more loss ahead of them by continuing. The reason for the losses sustained by the McLean Brothers was because they struck about 250 feet of soft ground at the east end, which was hard to timber, and made the progress slow and expensive. Foley Brothers & Larsen, the original contractors, took up the task where it had been