

# THE MINING REVIEW

A 12x18 Foot Shaft to be Sunk on the Le Roi Property.

## THE CENTRE STAR IS TO SHIP

A Ledge of Thirty Feet of Ore of a Good Grade Found in the Douglas on Sophie Mountain—Ore in the Iron Horse—White Bear to Resume Operations.

The determination of the B. A. C. to undertake mining on a large scale, in the case of the Le Roi, will be welcome news to the camp. It has been thought that the management were adopting a too conservative policy in the development of this great property. Mining men have for some time been hoping that Mr. Carlyle could see his way to recommend a more vigorous policy, well knowing that such a recommendation would almost certainly be acted on by the London office. Yesterday the superintendent of the B. A. C. received cable instructions authorizing the immediate commencement of work up on the lines laid down by him in March of last year. The details given below make very clear the nature of the new shaft which will be nearly a year before the new shaft will be ready for ore shipping, an example of mining on a large scale, and will bring the Centre Star out of the ground, and will bring the Centre Star out of the ground, and will bring the Centre Star out of the ground.

The statement made yesterday by J. B. Hastings of the War Eagle-Centre Star companies, that the new compressor plant of the War Eagle will start up this week, and that the new steam compressor now in use would be turned over to the Centre Star mine, and that property commence immediate shipping, is another piece of good news well worth noting. It means, of course, a steady increasing output of ore, and an increase also in the pay roll of the camp. As the new shaft is being sunk, the combined mines will have 750 men working when shipping begins, and when the Centre Star outfit is complete in June, the pay roll will reach 1,000 men.

News from the Douglas on Sophie mountain is of an encouraging character. The Douglas property there has been a vein of what seems to be a 30 feet wide, and is being worked by the Douglas. This, when coupled with the find in the Velvet of a 50-foot ore body, is attracting considerable attention to that section. In the south crosscut, a vein of iron ore, and a vein of high grade, returns fair values. The ledge cut is believed to be the main ore of the property, and further opening will be awaited with considerable interest. Operations will be resumed on the property of the White Bear company on the 1st of June, after a shut down of several months.

The Ore Shipments. Last week was the banner week of the camp so far, but was only the beginning of banner weeks in ore shipments. Never before have there been shipments that aggregated four thousand (4,000) tons, but this amount was raised largely during the past week. The shipments for the week were 4,345 tons, which is an increase of 834 tons over the shipment of the week ending May 11th, or over 26 per cent, and of 428 tons over the week ending April 22, which had been the banner week before. A new shipment entered the field, and though it only shipped one carload, it was significant of the fact that it would soon be one of the great shipping mines of the camp. It is supposed that this ore will weigh heavily as the Iron Mask, which it adjoins, and therefore, heavier than the War Eagle, and the weight has therefore been estimated at 18 tons, but when the future shipments are made the average will be struck from the weighmaster's returns. The Iron Mask has once again averaged a daily shipment, and sent down 120 tons. The War Eagle increased its shipments largely, but the Le Roi fell away to a little extent from its shipments of the past weeks. Everything, however, is now ready for more and more active shipments every week from this time on. The shipments from Rossland for the week ending May 18th, and for the year to date are:

Mine	Weeks Tons	Year Tons
Le Roi	2,331	27,862
War Eagle	1,520	12,587
Iron Mask	120	886
Evening Star	36	36
Deer Park	18	18
Centre Star	18	18
<b>Total tons</b>	<b>4,345</b>	<b>41,127</b>

Le Roi.—After a two weeks' absence W. A. Carlyle has returned to the city and resumed the active management of the B. A. C. properties in the camp. When seen yesterday Mr. Carlyle had not received his reports on the various working properties, but that a detailed report on them is held over for another week. Concerning the new plant to be installed at the Le Roi, Mr. Carlyle stated that he had received for the new shaft is to be sunk, and he will proceed at once along the lines of his recommendation to the company referred to last week in these columns, the company entirely approving of the plans submitted. The system by which the mine will be eventually worked is radically different to that now in force, and the details show the great changes to be effected. The new vertical shaft is the main objective point of the new system to be undertaken, and the result sought for is a word wholesale mining compared to the system now in force, and corresponding returns. Incidentally there will be very rapid sinking, and what the lower levels of Red Mountain are valued will be seen. Work on the approved plans will be commenced early this week, and will be pushed forward as rapidly as circumstances will permit. As the work proceeds, a still further addition to the large force of men now employed by the mine will become necessary.

For these compartments the hoist will have two reels for flat steel ropes, one-half inch by eight inches. They will be run by a 50-horse power electric motor, having the average speed of about 1,600 feet per minute. In one of the smaller compartments there will be a cage for the ordinaries, and there will be a cage for the hoist, for this will consist of two reels for flat steel ropes one-half inch by five inches, one reel being for the over balance that will run in the other, or pump compartment. The whole plant is now being designed to be powerful enough to sink to a depth of 2,500 feet, with a daily capacity of from 1,200 to 1,500 tons.

The new tunnel and shaft will be equipped after the best and latest devices known in mining, and no expense or trouble will be spared in perfecting the arrangements. It may be stated that this style of shaft is now being adopted in most of the large mines in America, such as the Homestake, in Dakota, the West, Calumet mine, in Butte, Montana, and also in some of the larger mines in Colorado. For the tunnel the cars will be hoisted two at a time, and coupled up in trains of from three to five cars, and the trains will then be drawn by mules to the bins. The big compartment permits all timbering for the square sets to be loaded on a timber-framer, then run in and lowered and run into the mine when needed. The new shaft is expected to intercept the vein about 1,000 feet below the tunnel, but the upper levels of the mine will be connected with it as soon as possible, and the lower levels in the mine are now being run on a level grade, and that loads can easily be hauled through and run to the new shaft. While, as above stated, the whole work described will be commenced early this week, and will be pushed forward with the utmost rapidity, it will be nearly a year before the big shaft will be available for ore shipping. In the meantime the present plant will be pushed to its utmost capacity to keep up with the work done down below in the workings. Mr. Carlyle has for some time been in consultation with D. W. Brunton of Denver, who is regarded as the best authority on electrical mine machinery in the world at the present time, and the new plant to be installed has been designed by Mr. Brunton especially for the Le Roi company, to meet the increasing needs of the big mine.

The details of the new system have been gone into in advance most minutely. In the timbering, Mr. Carlyle will use some of the designs largely of his own contrivance. The plans and specifications at the company's office show how extensive and complete the new plant will be when finished. The advance movement in the War Eagle mine that has been delayed by the new machinery, is now a question of time only. It is expected that B. Hastings, the new compressor plant will begin to pump air tomorrow, and after a few days trial the whole plant will be in full operation. As has been stated in this column once the new compressor is in full blast a revolution will take place on that part of Red Mountain covered by the War Eagle and the Centre Star, and the time of the change will be practically arrived. Today the War Eagle and Centre Star management are employing over 500 men. When the new plant is in full running order this week it will mean additional work for over 150 men, making a monthly pay roll for the combined mines of 750 men. Later, in October, when the Centre Star machinery, now being got ready, is installed and running, over 1,000 men will be steadily employed in these two mines; in itself, not a bad business outlook for the camp, particularly when all the other working properties are considered. During the period that the War Eagle ceased shipping an immense amount of work was done underground, and many improvements were made. Now the main tunnels and shafts are all being equipped with electric bells and telephone. A 16-inch ventilating pipe is being placed in the main shaft and a six-inch pipe will go to the level. The inch pipe will go to the Trail smelter, it is taken from all the different sections of the mine. The values continue satisfactory, especially in copper. At the 750-foot level of the main shaft, at present the work of the mine, work has been continued all the past week in completing the station cut out at that level, preparatory to resuming sinking. Stopping has been carried on between the 250 and 375-foot levels, the 375 and 500 and on the 600-foot level. The new tramway to the shipping point on the C. & W. siding has been finished, and men were busy yesterday ironing the ore bins with railway iron. The War Eagle will have a storage capacity for ore of 1,000 tons, 300 tons at the siding, 600 tons on the platform at the head of the tramway, and 100 tons in the galloes frame. The hoisting plant has been running well all week, and the shipments speak for themselves, but for a slight delay caused by the new shaft, the first of June both mines will be making increased shipments to the smelter.

Centre Star.—One car of ore was shipped from the Centre Star mine this past week. The ore was taken from the mouth of the tunnel No. 2, in the gulch, and was some of the ore got out from the Centre Star workings in connection with the recent legal proceedings; a great deal of work having been done with a view of demonstrating certain facts. There are still about 10 carloads ready, and these will be sent to the smelter when the roads are in better condition for shipping, probably by the end of this week. These shipments, however, have nothing to do with the preparations being made for the regular output. Just as soon as the War Eagle compressor gets going, the Centre Star will be in the Centre Star, and shipments will at once begin. The contract for the new steel galloes frame has been let to the Gillette-Henry company of Milwaukee, and the work will be started at once. The structure will be on the lines of the War Eagle building, but the hoist and compressor will be in separate buildings, and some other improvements will be made. When completed in October next the new outfit will cost the company about \$30,000. The combined mines will have a capacity of about 67 drills. The regular shipments will not be interfered with by the erection of the new plant. A trestle will be run from the shaft to the ore bins now being completed, and the line of both the War Eagle and the Centre Star will be made from the new switch, over the high trestle, and so on down to the Trail. After next week the shipments from these two mines alone will run an average of at least 350 tons daily.

Sunset No. 2.—The working force at the Sunset No. 2, operated by the Canadian Gold Fields syndicate, has been increased to 27 men, and will be further added to next week. The main shaft is now down 300 feet. About a week ago the shaft again intersected the ledge, and the vein is at present six feet wide, both hanging and foot walls being perfect. There are from two to three feet wide of clean ore from the wall side, while the rest of the ledge matter is well mineralized. The new shaft on the No. 3 vein is now down 42 feet, and is being driven to the level. This work was completed yesterday and a hoisting engine will be installed at this shaft early next week. Two discoveries are reported by the management to have recently been made on the Sunset group, one on the Sunset No. 2 and the other on the Gold Hunter. On the Sunset No. 2 a new ledge was found on the hillside, a little above the office building. This was stripped for a short distance, disclosing four feet of ore which

assayed \$50 to the ton, including 11 per cent copper. The new find on the Gold Hunter was made near the center of that property in a big iron capping, only 20 feet wide. One shot was put in and samples taken, which assayed \$20 per ton in gold.

White Bear.—The affairs of the White Bear Gold Mining & Milling company have been reorganized. The capital stock has been changed from \$2,000,000 81 shares for flat steel ropes one-half inch by five inches, one reel being for the over balance that will run in the other, or pump compartment. The whole plant is now being designed to be powerful enough to sink to a depth of 2,500 feet, with a daily capacity of from 1,200 to 1,500 tons.

Iron Horse.—Three machines are at work. One is crosscutting to the east, a second is crosscutting to the west, and the third is crosscutting to the south. In the east crosscut it will be three weeks before the vein will be met. In the south crosscut a ledge of from 12 to 16 feet of ledge at this point has not been crossed for its full width. It is thought that this is the ledge of the property. In the west crosscut it is expected that a distance of 20 feet more will have to be driven before the ledge will be met.

Douglas.—This property is situated on Sophie mountain, south of the properties of the Victory-Triumph, at a point only a few rods this side of the international boundary line. The property is owned by the Douglas parties, who have been operating it all winter, and with a good force of men. A tunnel has been driven in on the ledge for a distance of 100 feet, and found to be 30 feet in width. The ore seems to be similar to that found in the Velvet. It is said to be of a shipping grade.

Mascot.—W. Y. Williams, superintendent, reports that tunnel No. 2 is in 655 feet. The crosscut has now been driven for a distance of 75 feet. Tunnel No. 3 has been driven for a distance of 600 feet. This tunnel will have to be driven another 100 feet before a start will be made on an upraise to the vein in No. 2 tunnel, which is now down 120 feet. This winze is in ore for its entire distance of 120 feet.

Southern Belle and Snowshoe. The management is compelled to shut down in the winze on account of the inflow of surface water. A crosscut is being driven from the face of the tunnel to tap the Snowshoe ledge. The crosscut is in 60 feet, and it is expected that it will have to be run 40 feet more in order to encounter the ledge.

Jumbo.—The lower tunnel on the Jumbo is now down 235 feet. Superintendent D. W. Stickney has resigned and the work will hereafter be done under contract. A contract for 100 feet of the lower tunnel for a distance of 100 feet further has just been let to Joseph Gambley. There were no new developments to report during the past week.

Iron Mask.—During the past week the Iron Mask again became a shipper, and sent down 120 tons to the smelter at Trail, and will now increase its shipments rapidly. Active development work is going on as usual, and the managers hope to very soon place the Iron Mask in the list of big shippers.

Leiter.—Work is to be resumed on the Leiter within a few days. There is no longer trouble to be feared from water. Operations begun, they will be kept up continuously all summer.

Green Mountain.—Operations will be resumed on this property as soon as the Knowles pump, ordered in Toronto a month since, comes to hand. It is expected to arrive any day now.

Velvet.—The main tunnel is now in progress from the 250-foot level. The crosscut is in a distance of 30 feet. Excellent progress is being made in all parts of the mine.

Deer Park.—Work was resumed on the Deer Park during the past week with a force of six men and William Tregear as the superintendent. The intention is to present it to confine the explorations to the lower levels.

Iron Colt.—Work continues on the long drift from the main tunnel. There were no new developments of moment during the week.

Homestake.—Crosscutting from the drift on the 200-foot level continues. There are no new developments of moment.

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## THURSDAY

## LOSS OF

McGregor A. lumb

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A Frenchman F. John Green River, Near Well Known

Alexander M. the Columbia Monday from a tunnel

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ANACOND Th Management Reas

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Honest Ad The Rossland M the following vout and debilita from any of the from over work, are aware that in tending to cure the relied upon. Mr. London, Ont. live street, has for a the above troubl vain many adve res, etc, becom course and he ed in an old clerg to an eminent a through whose sk and perfect cur

Knowing to his many poor suffer considers it his men the benefit o sist them to a c who will write to where to be cure given to those wr ity, but anyone is advised to ad above.