

ROSSLAND'S MINES

An Indication of the Development Being Done.

THE BIG CENTRE STAR

A Review of the Mining Situation in the Camp at the Present Time—Extensive Work to be Done on Many Properties During the Winter.

[From Sunday's Daily.]
The week just past has been marked by steady, substantial progress in every working mine in the camp. No phenomenal strikes have occurred, but the development which has been accomplished has shown up constantly increasing ore bodies, till there is at present more shipping ore in sight than at any time in the history of the camp.

The improvement in the condition of the mines themselves has been attended by a corresponding increase in the stock market, and there has been unusual activity among the brokers of the city. The prospective sale of the Josie to an English syndicate, which will be considered at the company's meeting Wednesday evening, has had its effect in strengthening the market, and has contributed its share to the general feeling of prosperity which has distinguished the week. The purchase of another Red Mountain property by an English syndicate is under consideration, but has not yet reached any definite proportions. All in all, the camp has never presented such a cheering prospect as at present.

The Centre Star Mine.
It was only seven years ago that Joe Bourjoise staked off the Centre Star, but in that brief time it has been transformed from a desolate and very precarious prospect into one of the world's great mines.

It was the first location made on Red Mountain, and hence it is a full claim, 600x1500 feet in size, and as it was staked under the old law it carries all the mineral at any dip or angle contained in any ledge the apex of which is within its ground.

It was in the April of '91 that Oliver Durant purchased the claim for himself and Alex. H. Thibet, and then commenced the work of development. It was slow, disheartening task, for everything in use had to be packed in from Washington, and good miners could not be induced to come into such a desolate district as Rossland was at that time. However, Mr. Durant, who was in charge of the work, struggled along, and little by little succeeded in sinking two shafts, one to a depth of 113 feet and the other 50 feet, while a tunnel was driven a distance of 480 feet.

The July, 1895, the Centre Star company was incorporated under the laws of Montana, with headquarters at Butte. The present officers are: P. A. Largey, president; Geoffrey Lavell, vice-president; W. G. Benham, secretary; T. M. Hodgins, treasurer, and Oliver Durant, general manager.

The new company at once commenced operations by installing a seven-drum compressor and an 80-horse power boiler, with a complete equipment of tools and fixtures. On December 21, 1895, the new plant was started, and it has been in continuous operation ever since except when closed down for repairs.

There are six veins in all on the property. Of these the greatest is the Primrose, which is the most productive. The main tunnel on the Centre Star and Le Roi ledge, varying from 70 to 100 feet in width, and extending the full length of the claim. To the south of this is another vein, and to the north are four others; one of these is undoubtedly an extension of the Josie lead, while the extreme north ledge, which is very wide, is a continuation of the War Eagle ore body.

In all 4,500 feet of work has been done on the Centre Star, including tunnels, drifts, shafts, and crosscuts. The main tunnel on the Centre Star and Le Roi ledge is now in 1500 feet, and is on the vein for the whole distance. The tunnel extends clear to the Le Roi end line, and exposes nine separate sulphide ore chutes, varying in length from 40 to 120 feet, and it is safe to estimate the amount of ore from the tunnel level to the surface at 350,000 tons. Between these chutes the mine matter is made up of quartz, spar and sulphides carrying gold, and an immense amount of it is suitable for milling and concentrating. On the War Eagle ledge, a drift has been run for a distance of 700 feet.

Between six and eight thousand tons of ore has been taken out in the development of the property, and this entire amount is almost intact upon the dump, for not a pound of it has been sold, with the exception of a few car loads which were sampled to discover the values of different ore chutes in the mine.

The company will continue the development of the mine by sinking a vertical three compartment shaft to a distance of 200 to 300 feet below the level of the present tunnel. By the time this shaft is finished the company expects to have completed its own combination reduction works for treating the ore of the mine. The veins carry considerable free gold, and besides a smelter the new reduction works will contain concentrating, milling and amalgamating machinery, so that any class of ore produced by the mine can be treated to the best advantage.

A Three-Compartment Shaft.
The Le Roi continues its undisputed supremacy among the mines of the camp and the important announcement is made that work will be commenced on the three-compartment shaft, which has been under consideration for some time. This undertaking means that the production of the property will soon be practically doubled. Work is now being pushed in the 600-foot level of the present workings. Two machines are constantly employed there, and a 15-foot body of the finest ore in the mine is being opened up. The skip-way is being extended as rapidly as possible to the 600-foot level, and a new hoist has been installed to carry on this work.

The Evening Star.
Foreman Campbell of the Evening Star now has six men at work on the property, and it is likely that the force will be practically doubled in about 10 days. Work is being carried on in the

upper drift, and a fine body of arsenical iron has been met with at the 200-foot station. Stringers from this chute were met with all along the tunnel, and they have now developed into a solid body of good ore between 38 and 40 inches wide. Much of it is of shipping grade, and there is now 60 tons of ore piled up on the dump ready for treatment whenever the company decides to begin shipments. The drift will be continued 90 feet further to connect with the shaft at the 100-foot level. It is the intention then to continue sinking on the shaft till a depth of about 400 feet is attained.

There are two known ledges on the property, one of which is apparently a continuation of the Monte Cristo lead, and presents the same strong pyritic ore, carrying good values in gold and copper. The other vein, on which most of the work has been done, is a good body of arsenical ore, carrying gold and a little copper, with only a trace of silver. Assays from it have gone as high as \$95. The development of the property includes over 500 feet of tunnels and 125 feet of shafting besides some surface work. In all, over \$15,000 has been expended on the mine.

Storing War Eagle Ore.
Superintendent Hastings of the War Eagle mine, is concentrating his operations in the various workings of No. 2 tunnel. At the 375-foot level he has machines in both drifts and is making rapid progress in opening up the ore chute in that direction. Stopping is also being carried on in the other levels, and about 30 tons of ore per day is being knocked down. All of it is being stored away in the mine, and there is at present on hand about 1,200 tons of ore broken down and ready for shipment. The winze in No. 2 tunnel is also being extended below the 500-foot level. Work is being carried on in the War Eagle extension of the Iron Mask tunnel, and here also some promising ore is met with.

The mine is now employing 90 people and nine air drills. Of these all but one is in use on development work, but one is being met with in every working of the mine. Superintendent Hastings is highly satisfied with the condition of the property.

Suspension and Then Resumption.
The suspension of work on the Monte Cristo, followed immediately by a sharp advance in the company's shares, has attracted some considerable comment in mining circles, and interest in the property was not lessened when, after a close-down of a day, operations were rapidly commenced on the construction of a new hoist house over the shaft. The managers of the property decline to furnish any information in regard to their plans, but it is most likely that they will continue sinking on the shaft.

An Offer Made for the Josie.
At the Josie work is being centralized on the drifts leading in each direction from the 300-foot level in the shaft. A full force of men is at work, and it is expected that the present fault in which work is being carried on will soon give way to the ore chutes lying on either side of the shaft. The company will have a meeting Wednesday evening in Spokane to consider the offer for the property made by Thomas Richards, who recently inspected the mine.

What Is Going on in the Cliff.
Colonel Wharton of the Cliff has discontinued operations in the tunnels from which the ore recently shipped has come, and operations are now being directed against a fine showing of ore exposed on the surface in the rear of the upper tunnel. The ore being taken from this point is of shipping quality, and should the chute develop as favorably as is anticipated, active operations will be resumed in the upper tunnel to open up the ore body.

The Primrose Fraction.
Near the Blue Elephant, and close to Blue's sawmill, is the Primrose fraction on which two men have commenced work and have sunk a shaft to a depth of about 15 feet. They are following the hanging wall and are going down on a good body of ore showing some copper. Between the ore and the hanging wall is a four-inch streak of carbonate assaying \$16 and \$18, which is being sacked for shipment. A steam drill may be put at work in the shaft.

The Iron Mask.
Development work on the Iron Mask is being carried on as steadily as ever, and some good ore bodies have been encountered. From one chute ore is being taken which runs 970 and better, while the shipments from the whole mine are averaging more than \$30. At present work is being centralized on No. 1 and No. 2 veins.

Monte Cristo and Colonna.
As has already been told, the Monte Cristo is shut down for the present, but work is being pushed on the new hoist over the shaft. As the Monte Cristo compressor supplies air for the Colonna, the suspension of work on the former property resulted in the temporary shut-down of the Colonna.

On the Crown Point.
Twenty men are at work on the Crown Point, and work is being directed on the upraise to connect the old shaft with the 700-foot station in the tunnel. When completed, which will be in about two weeks, the mine will be provided with a fine system of natural ventilation. It is probable that the shaft will be carried on down beneath the tunnel level.

The Iron Colt.
The Iron Colt people are now hard at work installing their new compressor. It will probably be in running order by the middle of the week, when two drills will be put to work in the crosscut tunnel. The Iron Colt company has plenty of money on hand, and will spare no effort to make the mine a shipper as soon as possible.

The Red Mountain.
The Red Mountain has resumed operations in the crosscut tunnel, after a temporary suspension to overhaul the machinery. The shaft, which in the meantime was sunk on the Pilgrim vein, shows a very pretty body of medium grade ore.

City of Spokane Mine.
Messrs. Chevellon and Robertson, the experts sent out by the Home-Parsons syndicate to examine the City of Spo-

kane, left yesterday without making public any conclusions which they may have reached.

Showing on Mountain View.
The Mountain View, near the summit of Red Mountain, is being worked by a force of six men, who have met with a fine showing at the face of the 300-foot tunnel.

The Blue Elephant.
Two men are at work on the Blue Elephant, on the north slope of Red Mountain, and some good ore has been encountered.

Five Men on the Good Friday.
Five men are at work on the Good Friday and have opened up a promising ore body.

Mining Notes.
Nothing new has transpired in connection with the Columbia and Kootenay, but it is understood that arrangements are now under way tending to the final disposal of the property.

Pending completion of arrangements work on the Homestake consolidated properties has not yet been resumed.

Work will probably be resumed this week, with a good force of men, on the Silver Bell company's property in the south belt, which recently passed into the control of a party of Boston people.

The new compressor plant on the Sunset No. 2 is now being installed, and work will soon be resumed on this promising property.

Two men are at work on the Edna, and as many more on the Red Eagle.

MINING NOTES.
Reddin & Jackson report 5,000 shares of Iron Mask sold yesterday at 29, and 3,000 shares of Josie at 30.

The Elise company will meet next Wednesday evening in the office of Edward Baillie.

Victor Magor is receiving some eastern inquiries for good stocks, and asks all holders to list with him.

Weeks & Kennedy Friday bought 700 shares of Dundee for 35 cents. The man who sold it bought it a short time since for 10 cents per share.

The meeting of the Josie shareholders to consider the offer made for the purchase of the property, will be held in the company's office in Spokane on Wednesday next.

The compressor at the Monte Cristo is still shut down, but work is going on without interruption on the new hoist house, which the company is installing on the property.

The Canadian Gold Fields, limited, has let a contract for a two-story eight-room house at the Sunset mine. It is to be completed by the first of October. It will be used by the officers for an office and for a residence.

A LONE CHINESE WOMAN.
Are 900 Chinese Here and Only One Mongolian Female.

Although there is over 200 male Mongolians in Rossland there is only one Chinese woman, Chin Fung, and she is of dubious reputation. One Mongolian misogynist when asked why there were no more females of his own race here replied: "One woman too much. You see, she makes too much trouble. Have hundred woman make heap too much trouble, all the time. Woman all the same no good." Although the other Mongolians, who was present, did not altogether share the expressed views of the Celestial woman, they all agreed that it was to be unhappy because they were deprived of the society of the opposite sex of their own race; on the contrary, they bear the situation, which would be almost unbearable to the less pliant Caucasian, with considerable equanimity.

The lone Chinese woman must have an awful lonesome time of it. She can not even have the privilege of gossiping with a female friend, as there are none of her own race to talk to. The situation is to be a fearful dull one, and her life must be far from pleasant. She has one satisfaction, and that is that there is no shortage of male society of the Chinese kind.

The two hundred and odd Chinese in Rossland are employed as laborers, several run washhouses, and a few Chinese merchant stores. There are none employed in any other capacity. This is as it should be.

THE SANDON MINES.
Star Mine Closed Down—Machinery for the Ruth Mines.

SANDON, Sept. 18.—[Special.]—The Star mine has temporarily closed down to repair the timbering in the No. 4 tunnel. It will be two weeks before shipping will be resumed. The Ruth mines have lately received several cars of machinery. A 60-horse power boiler and 55-horse power engine have been put up and are ready for use. Five Burleigh drills will be used. An entirely new sawmill outfit has arrived and will shortly be in operation.

The strike on the Last Chance, reported last week, has widened out to four feet of solid ore. Fourteen inches of clear galena, assaying 247 ounces of silver and 69 cent lead, and about three feet of carbonate are now in the tunnel. The ore shipments for the week were 55 tons.

Production of the Smelters.
Nelson, Sept. 18.—[Special.]—The produce of the smelters for the last week was as follows: Hall Mines smelter, 1,707 tons of matte; Trail smelter, 4,044 tons of matte. Total value, \$2,849,534.09.

A BALLOON VOYAGE.
Aeronaut Allen Drifts From Rhode Island to Maine.

West Minor, Me., Sept. 17.—Mr. Allen, the Providence (R. I.) aeronaut, started in his balloon yesterday about three miles from St. Johnsbury, with his daughter. After cruising around a short time, he let her out of the basket near St. Johnsbury. He started again and was caught in a thunderstorm, drifting towards the White mountains. Mr. Allen was stopped by his anchor catching trees and was held three hours, when the fury of the storm broke him away he drifted about until he passed over Lewiston, several hundred miles from his starting place. Ward Harrington, of West Minor, hearing his cries for help, ran out and catching hold of the anchor rope, succeeded, with the help of neighbors, in pulling Allen to earth once more. Allen anticipates returning in his balloon to St. Johnsbury as soon as the wind is favorable.

IS RICH IN SILVER

J. G. McMillan on the Cariboo Creek District.

PREPARING TO SHIP ORE

The Rawhide System Will Be Used to Market the Output of the Mines—There is Considerable Excitement Over Recent Discoveries.

J. G. McMillan, one of the directors of the Cariboo Creek and Canadian Mining and Development company, is back from the Cariboo Creek district, where he has been since July 1. During his absence Mr. McMillan has allowed his beard to grow to such an extent that some of his best friends scarcely knew him.

"Cariboo Creek district," he said, "is a very promising one. The ore is high grade, and, as such, will pay to ship. Another good feature of the district is that the leads, with a very little development, will pay from the grassroots down. A number of the miners there will rawhide their ore out this winter, and the district will soon join those that are large producers of bullion. A great deal of prospecting and development work has been done, and there is no little excitement about the district."

Speaking of the best developed properties in the district Mr. McMillan said: "The Silver Queen and the property of the Cariboo Creek and Canadian Mining & Development company are in a more advanced stage of development than any other of the mines there. The former has a tunnel of 90 feet and the latter one of 65. The tunnel of our mine," he said, "is in ore all the way and we intend to keep up the work of development all winter."

Clarke and McGinnish have one of the finest properties in the district. It was from their prospect that the famous assay of 8,000 ounces of silver to the ton was made. The vein matter, however, in their mine will average 200 ounces silver and from \$40 to \$50 per ton in gold to the ton.

"A big strike was made a short time ago at the head of Cariboo creek. It consisted of a body of galena four or five feet wide, which was plainly exposed to view and traceable for a considerable distance. The ore assays 200 ounces in silver and also carries gold and copper."

"I saw some of the Silver Glance property ore recently. It comes from a vein 18 inches wide and assays 270 ounces in silver, \$27 in gold and shows considerable copper. It was not assayed for copper, but I should say from the looks of the ore that it carries 10 per cent of that metal. The vein lies between slate and copper, and is of the true contact order."

"Frank Rosser, whose property adjoins ours, and is called the Ocean Wave, has a fine claim. The ore assays \$45 in gold and 60 ounces in silver to the ton."

"Half-a-dozen of the mines of the district will rawhide their ore out this winter. The best properties are located on the 8 to 12 mile run from the lake, and it will be comparatively easy to get the ore to the smelter. Eight miles of wagon road has been made and it will be a comparatively easy matter to get the ore to the lake and they are of such high grade that they will easily stand the cost of transportation. There are good roads to all the properties. A wagon road is constructed from Burton and Cariboo City to Mineral City."

"There is considerable property all over the district, one of the signs of which is the erection of a hotel at Burton City."

"The Cariboo Creek district, in my opinion, is destined to become one of the important mining centres of the Kootenays, and that within a very short time. I base this opinion on the richness of the mines, their accessibility and to the fact that but a small amount of development work is necessary to put the mines there on a paying basis," concluded Mr. McMillan.

A. J. McMillan's Trip.
He Will Go to London to Remain Until Next May.

A. J. McMillan will leave for London on Saturday next and will remain until May of next year, when he will return to Rossland. It is his intention to do a great deal of prospecting work for the Trail Creek district while he is in England. Among other things he will deliver a lecture on the ore of British Columbia before the Royal Imperial Institute. This lecture will be accentuated by an exhibit of ores. Mr. McMillan is well qualified to speak understandingly of the ore of British Columbia for the reason that he has spent three years in the Kootenay country and is a man of close observation. He is the representative of an English syndicate, and returns to make his report to them. While here he secured a number of promising properties that will be placed on the London market.

CROW'S NEST RAILWAY.
One Hundred Miles Will Be Completed by November.

One hundred miles of the Crow's Nest Pass railway from Lethbridge into the Rockies will be finished in November. Following is the length in miles of contracts let on this line:

J. W. Buchanan, 5; Mayor Bowles, 5; Hugh Mann, 5; Ed. Egan, 5; D. McMillan, 5; J. McArthur, 5; N. Keith, 10; J. D. McArthur, 15; G. H. Strevel, 10; W. Doherty, 35.

Track is laid on the first 10 mile out of Lethbridge, and the bridges are well under way. They are being built of wood but will be replaced by steel later on. The bridge across the St. Mary's river is 3,000 feet long, the longest on the route. Supplies are being taken in the mountains and wagon roads built, so that work can go on all winter. About 3,000 men and 800 teams are employed on the railroad. The uniform rate of wages for laborers and teamsters is \$26 a month and board. The company has made this rate and contractors are prohibited from paying more or less. The scale of wages is not high enough, and some difficulty is experienced in keeping the men to work.

Price of Silver, 57 1/4c.
New York, Sept. 18.—Bar silver, 57 1/4c; Mexican dollars, 43 1/2c.

Mineral City.

Perfect Title. Level Townsite.
Lots are now on the Market.

Corner Lots on Columbia Avenue from \$125 to \$150. Inside Lots \$100. Other Lots from \$75 to \$100. Terms One-third cash, One-third in 3 Months, One-third in 6 Months.

A Few Facts Concerning Mineral City.

The mines on Cariboo Creek in the famous SLOCAN DISTRICT are tributary to Mineral City. A wagon road is now being built by the provincial government from Arrow Lake to Mineral City.

Mineral City will be the Cariboo district what Rossland is to the Trail Creek district. See key plan at any agents office.

A sample shipment of 60 tons of ore was sent to the Trail smelter which assayed \$60 in gold to the ton.

The conditions in Mineral City are the same as in Rossland when it started. Like Rossland it is in the middle of the mines.

Apply to the Following Agents:

Reddin-Jackson Co., J. B. Johnson & Co.,
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For particulars as to rates, tickets, terms, etc apply to any agent Canadian Pacific Railway or to

A. B. MACKENZIE, Agt., Rossland.
H. M. MacGREGOR, Traveling Passenger Agent, Nelson.

E. J. COYLE, District Passenger Agent, Vancouver.



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General Agent, Spokane, Wash. A. D. CHARLTON.

Ass't. Gen'l. Pass. Agent, No. 255 Morrison St., Portland, Ore.

Write for new map of the Kootenay country.

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Portland, Ore.

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

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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

GEO. S. BATTY, General Agent, 246 State St., Milwaukee, Wis.

or GEO. S. BATTY, General Agent, 246 State St., Portland, Ore.