

IRON COLT COMPANY

Favorable Showing Before the Stockholders' Meeting on Wednesday.

OVER \$18,000 ON HAND

What the Company Has Done and What It Has on Hand—Fastest Piece of Tunnel Work Ever Done in the Camp.

The Iron Colt company held their annual stockholders' meeting Wednesday. There was submitted a full report of the financial condition of the company, accompanied by the following certificate from the expert accountant, Mr. Plewman:

ROSSLAND, Aug. 4, 1897.

To the President Iron Colt Mining Company, Limited, Rossland:

The undersigned has examined the books and accounts of the Iron Colt company. The system of bookkeeping pursued has been systematic and conscientious and the entries and certificates books affecting the company's share capital, and the promoters' stock and treasury stock correctly accounted for. The stock ledger and stock register are in accord and show a balance of 63,605 shares of treasury stock still unsold.

He has examined the banking account of the company and where due allowance for outstanding cheques is made there remains to the credit of the Iron Colt treasury fund the sum of \$18,650.37. This sum is the correct balance for, allowing for all receipts and expenditures of the Iron Colt company to date.

RICHARD PLEWMAN.

Treasurer's Statement.

John T. McCrea, secretary-treasurer submitted the following statement:

ROSSLAND, August 4, 1897.

TREASURER'S STATEMENT, IRON COLT GOLD MINING COMPANY, LIMITED.

Table with columns: Treasury stock sold, Unsubscribed stock, Receipts, Disbursements, Balance on hand.

In explanation of the above it should be said that when the company began operating last October it employed a superintendent, who served up to March 31. Since that time the company has not thought it necessary to have a superintendent, and this expense is therefore ended.

Financial Condition Excellent.

The balance on hand shows the company to be in excellent financial condition. By the purchase of the right to use the Alberta tunnel, they got in about 300 feet towards their ledge. Since purchasing that right of way they have now 288 feet of double track tunnel, at a cost of about 115,000 feet.

From the 6th day of July to the 6th day of August the distance of 172 feet was made. This is without doubt the fastest tunnel work ever done in the Rossland camp. Most of the rock is the regular hard diorite characteristic of this district.

Directors and Officers.

After the shareholders had received all the reports and approved the previous management of the company, the following trustees for the ensuing year were elected: P. Burns, T. G. Holt, John E. Campbell, C. R. Portage, and Wm. McKenzie, of Toronto. The directors then elected P. Burns, president; John R. Reavis, vice president and John T. McCrea, secretary-treasurer.

The Iron Colt company is one company of the camp about which there are no secrets.

THE GREAT PORT RICO.

Contract Let for a Wagon Road to Cost \$5,500.

W. H. Corbould, manager of the Canadian Pacific Exploration, let a contract Wednesday for a wagon road from the Porto Rico mine to the Nelson & Fort Sheppard railroad, a distance of a little over five miles. The contract price is \$5,500 and the work is to be completed as rapidly as possible. A large force will be employed and the work will probably be completed in five or six weeks. The road will reach the Nelson & Fort Sheppard about four miles above Ymir.

The fact that Mr. Corbould is spending over \$5,000 on a wagon road for the Porto Rico is pretty good evidence that he has a high opinion of the mine. As a matter of fact, the Porto Rico has an ore chute averaging from two and a half to three feet in width, which averages about \$100 in gold. It is probably the highest grade gold mine in West Kootenay.

Nest Egg Wants Damages.

Vancouver World: On Friday the trustees of the Nest Egg-Firefly Gold Mining company, took out a writ against the Canadian Rand Drill company, H. E. Lippman and others of Rossland for \$16,000 damages. The company purchased machinery from the Canadian Rand Drill company and gave notes and entered into an agreement securing the amount of the notes as rental, so that in case of non-payment the drill company could take possession of the machinery. The plaintiffs claim that about the 16th inst., the last note, one of \$1,140 fell due and was paid for by the Bank of Montreal, and notwithstanding that fact the defendants seized and took away the machinery from the mine at Rossland. The amount claimed was \$6,000, the price of the machinery, and \$10,000 damages.

IRON CREEK CLAIMS.

Very Rich Ore Found on the Christiansa and Windemere.

J. A. Wilkin has returned from the headwaters of Iron creek, a tributary of Big Sheep creek, where he has been surveying some claims belonging to Kirk and Chantrell. He gives a very flattering account of the Christiansa and Windemere, two claims in that neighborhood. The Christiansa is on Morning mountain.

A shaft has been put down 14 feet, and in the bottom there are 20 inches of quartz, carrying galena, iron and copper pyrites, and running \$100 in value. The ore body was 6 inches wide on the surface and assayed only \$30. An assay of \$100 was obtained at a depth of 6 feet, and the ore body began to widen.

Mr. Wilkin was even better pleased with the Windemere, which is on an adjacent mountain. On this property a short incline has been run down from the hill properties and there are 12 inches of carbonate of copper in the bottom. The assay value could not be learned, but it is certainly high in copper, if not in gold.

Mr. Wilkin has a good opinion of the Iron creek district.

HIGH GRADE ORE.

The Abe Lincoln Has a Foot of Fifty Dollar Quality.

The Abe Lincoln in the South Belt is developing most satisfactorily. The shaft is now down nearly 30 feet and there are three feet and a half of ore in the bottom. Twelve inches of the heavy pyrites, running about \$50 in gold and copper. A sample taken from across the entire ore body went \$22 in gold and copper.

It is a remarkable fact that the Sunset No. 2 and the Abe Lincoln, two South Belt properties lying very near each other, are both showing good bodies of rich ore.

IMPROVEMENTS PROMISED.

Hon. G. B. Martin Will Look After Rossland's Interests at Victoria.

Promises of many improvements that are of the utmost importance to the people of Rossland were made by Hon. G. B. Martin, commissioner of lands and works, in the speech which he delivered Wednesday night. In fact, the value of the various improvement promised cannot be overestimated, and their completion will be awaited with the greatest interest. That portion of the commission's report which he told of the work he intended to undertake for the betterment of the camp received the most hearty applause.

"I am delighted to find such an active and prosperous city where there was nothing but the barren rock when I last visited this region," said Mr. Martin. "It was in 1864 that I came through here and with the help of the Indians built the Dewdney trail. I had no idea that Rossland was such a city or I would have been here long before this."

"I realize that a number of improvements are needed and I propose to use all my official and personal influence to see that the road to Trail is put and kept in good condition, and will recommend that the Northport road be fixed up. A road to Murphy creek is also wanted and I will do my best to see that it is built. A court house and jail should be constructed here at once, and that shall also receive my personal attention. So far as the question of better school accommodations is concerned, I will see that the government gives the requisite of Rossland every consideration."

Here some one in the audience yelled out: "How about the fire department?" The commissioner was quick to say that he would recommend that the government grant a sum of money to the fire boys here.

The influence of the commissioner will go far towards securing the construction of the roads and buildings which he mentioned, and it is indeed fortunate that he visited the city just at this time. As he put it, the government has taken a very large amount of revenue from this district, and it is no more than right that some substantial return should be made.

He will return to Victoria in the next few days.

MANNAMHEAD CONTRACT.

The Old Tunnel to be Ran 100 Feet Further.

The Mannamhead company have let a contract to George P. Kelley to run 100 feet of tunnel on the Berwick claim of their group in the Salmon river country. There is already a tunnel in 31 feet on this claim. The new work is to be a continuation of this. The price at which the work is to be done is \$15 per foot, and Mr. Kelley is to begin immediately.

SCHOOL BOARD MEETING.

J. J. Miller Appointed First Assistant Children Must Attend School.

The school board held a meeting Friday night and appointed J. J. Miller, B. S. C., first assistant to Principal W. B. Black. Miss Moffat was made second assistant and the position of fifth assistant was left vacant for the present. The board decided to have the compulsory education clause enforced, which means that every child between the ages of six and 14 years inclusive, must attend school. Parents who fail to send their children to school will be heavily fined.

School opens Monday, and a full attendance is desired.

A Brewer Fined.

John Graden, of the Columbia brewery was fined \$25 by Magistrate Jordan Friday for retailing beer on the premises of the brewery without having first taken out a license. Attorney McLeod promises to appeal the case to the supreme court, on the ground that the province has no right to license brewers. Magistrate Jordan said he could not permit to pass upon the validity of the Municipal Clauses act, and that his sole duty was to decide whether the city by-law conformed with the Municipal Clauses act. As it did not, and as the defendant had been found guilty, he declared that he would have to impose the fine stated. Graden offered no testimony to disprove the charge that he had retailed beer. His sole defense was that the by-law was ultra vires.

Output of Hall Mines Smelter.

The results of 31 days' operation of the Hall Mines smelter at Nelson, ending July 30, are reported by Messrs. Croisballe and Fellows: Amount of ore smelted, 3,985 tons; yielding 313 tons of matte, containing approximately 144 tons of copper, 81,360 ounces of silver, and 84 ounces of gold.

THE ENGINE TURNED OVER

Peculiar Accident on the Columbia & Western Railroad Yesterday.

Engineer Hackett and Fireman Harkness Had Very Narrow Escapes—Caused by a Derailed Truck.

A most peculiar accident occurred Friday afternoon on the curve of the Columbia & Western railroad just east of Davis street. Engine No. 3 and two heavily loaded cars tumbled from the track, down the east side of the embankment, stopping when they struck two massive stumps which protruded from the ground midway between the top and bottom of the steep slope. There they hung, bottom up, the steam from the locomotive escaping in clouds and the driving wheels going round like mad.

For fully three minutes the wheels continued to revolve at a frightful rate of speed, for the engine was open when the machine careened and fell. Some of those in the vicinity, when they had recovered from the momentary spell occasioned by the sight, made haste to get out of danger's way, fearing that the boiler or the engine would go. But boiler and engine were averted, owing to the fact that the throttle was open and allowed the steam to escape through the cylinders.

Engineer Ed. Hackett, Fireman William Harkness and a young man who was riding in the cab at the time, had hair breadth escapes. Hackett's was the closest shave of the three. When the engine started to go over, Harkness and the young man, who was standing near the engine and tender, jumped out to the west side of the embankment. Hackett stuck to his post until he saw that it would be all up with him if he stayed on the engine. Pulling himself through the window he fell face downward on the embankment, almost catching his feet in the wheels and driving rods that were moving so fast. Had he hesitated another second, he would have meant death to him. As it was, the engine was half way over when he scrambled out of the window.

When he struck the embankment he started to slide down with the locomotive, but he managed to stop himself, and getting on his feet, ran as fast as he could away from the wreck, fearing that the boiler would burst. The sound of escaping steam reassured him, however, and he returned to the scene to see what had happened. He was asked to describe his experience, remarking that he didn't have time to do anything but jump.

The engine, lying on its back with the driving wheels high in the air and the pistons and connecting rods protruding in clouds from the cab and broken track, and the water that foamed in a great stream from the capized tender, made a spectacle that would excite the lovers of excitement. After the steam had all been exhausted from the boiler and the hissing had ceased, a crowd gathered from all sides to view the spectacle and helplessness engine. It was evident that nothing could be done to right the locomotive and cars without a heavy derrick and other apparatus that are used in such cases. Supt. Gutelius, who was telegraphed to go to the scene, was unable to work on the track to repair it so that the evening passenger train could get through without delay.

The eight ore cars which, with the two that went over the embankment, made up the train, were run down house and sidetracked. The accident was a very freakish one. Nothing exactly like it has ever occurred in this section of the country. The ore train, consisting of ten cars and Engine No. 3, the most powerful machine on the C. & W., started for Trail about 5 o'clock. About the centre of the Davis street curve the front truck of the engine derailed and the train stopped immediately. For thirty minutes the train crew, consisting of Conductor Abercrombie and three brakemen, worked to remedy the trouble. Frogs were placed in position and repeated efforts were made to get the heavy ore car back on the track.

It was about ten minutes to six when conductor Abercrombie gave Engineer Hackett the signal to go ahead. The derailed car had been uncoupled from those behind it, and it was Abercrombie's intention to pull it onto the rails. Hackett opened the throttle, but the cars would not budge. Twice he tried to start them. Then, backing up to get the slack in the couplers, he gave the engine a big head of steam. Slowly she moved the stubborn cars. Then a crash was heard, and the derailed car toppled deliberately over.

As it turned it pulled the other car over with it, and the combined weight of the two caused the tender to go. The engine was not fast to follow, but the strain was too great, and while the train crew sat at the controls and looked on, the big machine lost its balance and followed the cars and tender into the ditch. The delicate machinery in the cab was bent and twisted, and some of it was smashed into bits. But for their timely escapes the three men who were in the cab would have suffered the same fate.

Immediately after the accident happened, the primary cause was apparent. The truck which the crew had been trying to get back on the rails was found to be broken in the middle. Undoubtedly the noise which preceded the capsizing of the first car of this truck, which allowed the body of the car to tip to the east, thus becoming over-balanced. The truck remained on the roadbed and did not fall with the car.

It was noted by several persons that the load was so heavy that the preponderance of weight was on the east side of the cars. As a consequence the natural inclination of the truck was to tip in the direction in which they fell. As the gauge of the track, it would apparently be easy to tip them, even if they were loaded so that the weight of ore was equally distributed over.

The work of clearing the wreckage and getting the engine back on the track will commence this morning and will not occupy more than two or three days. The accident to No. 3 came at a time when the car bodies are very much wider than the gauge of the track, it would apparently be easy to tip them, even if they were loaded so that the weight of ore was equally distributed over.

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ROYAL GOLD MINING CO.

Visit the mines and see the ore in the shaft and on the dump.

Work being carried on day and night. Write the Secretary,

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For Particulars or Stock at Six Cents per Share.

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General Mining Machinery and Supplies A LARGE STOCK.

Jenckes Machine Comp'y. F. R. MENDENHALL.

ore will probably be taken to Trail at night for the present as officials of the road say that the accident will not prevent them from handling the usual amount of business. The damage to the locomotive and cars will not exceed \$200.

While assisting two other men to remove the pilot from the derailed Columbia & Western engine Saturday morning shortly after six o'clock, Harry Walcott, a blacksmith in the employ of the company, fell and struck on his side on a sharp stump, injuring himself internally. He was taken to the Sisters' hospital. The work of righting the engine is proceeding rapidly. The machine will be turned over to an improvised track at the base of the embankment and then hauled up to the main track.

CHOKED AND ROBBED. A Woman Has a Terrifying Experience With Two Ruffians. One of the boldest robberies ever committed around Rossland was perpetrated early Thursday morning, when two men broke into the log cabin occupied by Mrs. Carr, west of the ball grounds, and after choking her till she was insensible, escaped with \$30 in money and a quantity of clothing that was in the house.

Mrs. Carr is an attractive young widow of about 25, who has been living alone in the cabin where the robbery occurred ever since her brother left several days ago for Robson, where he is now employed. As usual she was alone in the house when the robbers entered. She was asleep at the time, and though they forcibly broke in the door she was not awakened till one of them grasped her by the throat with the intention of choking her into submission. She resisted, but could do nothing. Meanwhile the other robber had lighted a lamp and was going through everything in the house in search of any plunder that might be found. A loaded wallet was in the little room, and her assailants at once took out the cartridges so as to render the weapon useless in case the woman should manage to get hold of it. While they were at this Mrs. Carter managed to escape and ran up town in search of a policeman but she could find none. Being afraid to go back home she wandered around the streets till morning, when she returned to find that the robbers had gotten away with \$30 in money, the contents of her trunk, and a quantity of clothes belonging to her brother.

She made no further effort to notify the police till that night, when she sent by a messenger to the police department. Sergeant McGowan went down yesterday morning to work up the case, but there was little clue to the robbers. Mrs. Carter's only description of them is that both of them are rather portly men, and tallied closely in appearance with some campers who had been living near there. So far the police department has made no arrests in the case.

THE YUKON REGULATIONS. Will Be Considered by a Mass Meeting at Victoria. VICTORIA, Aug. 7.—The mayor has called a public meeting, to be held on Wednesday next, to consider the Yukon mining regulations recently proclaimed by order in council of the Dominion government.

I CAN'T SLEEP. Is the Daily Wall of Thousands of Human Itchy Who Have Suffered as Was. Proud-foot of Great South American Nervine Did For Him. I was greatly troubled with general nervous debility, indigestion and sleeplessness. I tried a number of cures and consulted best physicians without any benefit. I was finally induced to give the South American Nervine a trial. I had heard of some great cures by it. I took it, got relief from my sufferings, and after using one bottle sweet sleep came to me. I slept like a child. Six bottles have completely cured me. Sold by McLean & Morrow.

Business Houses in Ashes. Fire Does \$25,000 Damage at Farmington, Wash.—Loss Almost Total. SPOKANE, Wash., Aug. 7.—(Special.)—A special from Farmington says: Fire broke out in the rear of Price's harness shop early this morning and within three hours the principal buildings on Main street were in ashes, including the large Pioneer hotel, one of the largest and oldest hotels in eastern Washington. The guests all escaped. The loss is estimated at \$25,000 with only \$200 in insurance.

SMOTHERING FROM HEART DISEASE. Delay Means Death. One Dose Relieves—A Few Bottles All-ways Cure. "For ten years I have suffered greatly from heart disease. Fluttering of the heart, palpitations and smothering spells have made my life miserable. When dropsy set in my physician said I must prepare my family for the worst. All this time I had seen Dr. Agnew's Heart Cure advertised. As a last resort I tried it, and think of my joy when I received great relief from one dose. One bottle cured my dropsy, and brought me out of bed, and five bottles have completely cured my heart. If you are troubled with any heart affection, and are in despair, as I was, use this remedy for I know it will cure you."—Mrs. James Adams, Syracuse, N. Y. Sold by McLean & Morrow.

East GREAT NORTHERN WEST The Surveyors Chain Made it THE SHORTEST Transcontinental Route. It is the most modern in equipment. It is the only line running luxurious club room cars. It is the only line serving meals on the table plan. Through the GRANDEST SCENERY in America by Daylight. Attractive tours during the season of navigation on Great Lakes via Duluth in connection with the magnificent passenger steamers Northwest and Northland. For maps, tickets and complete information call on or address S. F. & N. Y. agents, or C. G. DIXON, General Agent, Spokane, Wash. F. I. WHITNEY, G. F. & T. A. St. Paul, Minn.

6 PASSENGER TRAINS 6 Each day between Trail and Rossland on the Columbia & Western Ry. Trains No. 2, 3, 5 and 6 do not run on Sunday. RUNS MADE IN ONE HOUR. No. 6 Leaves Rossland at 7:00 a.m. Connects in the morning with Mountain train for Spokane. No. 3 Leaves Trail at 8:15 a.m. Connects at Rossland with Red Mountain train for Spokane. No. 4 Leaves Rossland at 11:00 a.m. Connects with C.P.R. main line steamers from the north at Trail. No. 2 Leaves Rossland at 12:30 p.m. Connects with C.P.R. main line steamers from the north at Trail. No. 5 Leaves Trail at 5:45 p.m. Connects with steamer Lytton at Trail, B.C. F. P. GUTELIUS, General Supt. July 4, 1897.

ABOUT THE

Riches of the New Described by J. C.

HIGH GRADE

Prospecting Difficult Trails—Massive Surface Showing Placers Being St.

J. C. Montgomery prospecting in the B year, was in Rossland iness. Mr. Montgomery Rossland camp in 18 enthusiastic regard has just left.

"Unless I am much Bend is one of the districts of British Columbia that in two years more of the best camp said he. "The ore is tremendous. They are three to 30 feet, and for 10 or 15 miles. The crops directly on the says one could be a development of a expenses.

"For the most parts or aseasonal in my experience as that the trend of northwest to south the northeast, while schist and silicious shale.

Prospecting is the lack of trails of the hill considerable brush. However, many of the districts could be re difficult by either roads. At present side of the Columbia tends from Revels creek, a distance of ther than that one unexplored mounts boat up the river.

"Most of my pr along Downie creek the river, about 40 stoke, and a short rapidly in the m of my partners E. N Carpenter, I have in that country, as showing up in splen on Keystone mount in the vicinity of which was bonded l Very Good.

"Four or five men the latter property that a payment of been made on the w as high as \$400 to will build a trail ba to Keystone moun boys who have been this vicinity told me that they had obtained that showed \$14 an gold and 10 per cen "The Rossberry, ther down the river a force of six men down 50 feet. The tunnel soon. The carloads of pay ore it is claimed, will a here is arsenic, b behind the claim se of money on hand s property in good sh High Silver a Mr. Montgomery remarkably rich on Downie creek claim really attractive, a orable comment wherever shown.

"I have three fee surface," said he, you can see, it is in the river from a ditch and sluices intensive operations. "Between \$80,00 already been spee property, which is and a half of land saw mill is in ope tors and other ma ing are now at Re Lytton has been c up the river as far under the primitiv ried on, it has yel man. On the oth Smith creek, I be men are at work there."

MINING NEW Locations Near E Tunnel on NELSON, Aug. Robinson of this c his claims have fine partners on the head of Lemo near the top of the feient quantity of close proximity states that the vein and carries a strin from two to which assays from silver. The vein

PROFESSIONAL CARDS. C. R. HAMILTON, Barrister, Solicitor, Etc. Columbia Ave., Rossland. SMITH CURTIS, Barrister, Solicitor, Notary Public, etc. Office: Daniels & Chambers Block. 307 Columbia Ave. A. W. MORE & CO., Mining and Stock Brokers, Correspondence Solicited, Clough's and Morning & Neal's Codes Used. 86 Government St. VICTORIA, B. C.

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