IT IS ABOUT $4,000

The Cleanup of the Mill of the Okanogan Has Been Made.

THE RESULT IS SATISFACTORY

The Canadian Gold Fields Syndicate is Interested With the Gooderham-Blackstock Syndicate in East Kootenay Mines—Other Items of Interest.

Mr. K. K. Peiser, secretary of the Okanogan Free Gold Mines, Limited, Thursday received a dispatch from Mr. A. S. Edgecombe, superintendent of the mines and mill of the company, dated Okanogan Landing, November 9th. In this dispatch Mr. Edgecombe stated that the clean-up for the month of October was 238 ounces in gold, and that there was also ten tons of concentrates on hand. These are worth $80 per ton. This would make the approximate value of the clean-up aggregate something over $4,000. The bricks should be here inside of the next two days. Considering that the mill has been working for over half the month for twelve hours instead of 24 hours, because of a shortage of fuel, this result is remarkable. The difficulty as to the fuel has been overcome completely, as the company has made contracts for the delivery of fuel for three months to come. By the end of this time it is thought the water power, adjoining the property on the Similkameen river, and which is the property of the company, will be utilized, and then there will be no further need for fuel with which to operate the mill. The mill is now running day and night, and with the rich ore which is now being put through the mill, the next months' clean-up will far exceed the present one. There is ore enough in sight to keep the mill running without any doubt, for the next nine months. In the meanwhile the work of developing the property is being pushed, and new ore reserves are being uncovered. Mr. A. S. Edgcombe, the superintendent, is expected to arrive in this city within the next few days.

Work on the Ethel Group.

James Chambers, superintendent for the Pavo Consolidated Mining company, which is operating the Ethel group, was in town Thursday. He reports that crosscutting is in progress on the 68-foot level. The crosscut has been made for a distance of 13 feet, and will have to be driven 40 feet further before the ledge will be encountered.

Will Soon Have Power.

The St. Elmo five-drill compressor plant will be ready for use in about a week. Superintendent Krumb Thursday stated that he expected to be using the power within that period. Then machine drills will be used, and the work of developing the property will be expedited. The property is looking well, and the showing of ore is excellent. The crosscut from the main tunnel is now in for a distance of 85 feet. It is being driven for the purpose of intersecting a parallel ledge to the one which has been drifted on.

The Pay Ore Mines

Dr. A. C. Sinclair, of the Pay Ore (B. C.) Mines, limited, has received a report from Mr. John H. Smith, mining engineer of Grand Forks, who was recently directed to examine the property of the company, which is situated a half-mile east of the north fork of the Kettle river and 12 miles north of Grand Forks. Mr. Smith reported that he found matters in a satisfactory condition on the property, and says that there is a large quantity of ore in sight and that the ledge is widening as depth is obtained. The ore is of the concentrating type carrying gold and silver and a small percentage of copper and assays from $10 to $100 per ton.

The Eva Group Bonded.

The Eva group on Fish creek, in the Trout Lake district, has been bonded to outside capital by Messrs. Tweedle and Hutchinson, of Comaplix. This property is the most extraordinary strike in the point of value that has been made in the Lardeau division. Although Fish creek and its tributaries have always been known as one of the richest sections of what is universally termed on the outside as the Lardeau, still this strike has thrown the bulk of the other properties in the shade as regards the value of its surface rock. The mineral obtained from the property is gold, and the croppings run from $400 to $600 in gold. Cory Menhinick and J. A. Magee have claims on this lead and on their holdings the lead as exposed is about 30 feet in width and containing values as stated above. This, it is expected, will give an impetus to development operations.

A Strike on the Exchequer.

Superintendent Musson reports a good strike on the Exchequer. In running one of the drifts this week the miners came across a large bunch of high grade ore. About a ton of it was knocked down and a sample taken from it gave returns of over $200 to the ton. The balance of the Exchequer's second shipment is now going forward to the Hall Mines smelter.

Can Ship at Any Time.

The Arlington mine, near Erie, has lately installed a 75-horse power boiler for running the hoist and pump. The company, although not yet making regular shipments, have a large amount of ore blocked out. The property has been opened up to the 425-foot level, and they are now drifting on the 400-foot level in 14 feet of solid ore. The company are in a position to begin regular shipments at any time, and it is thought they will begin to do so very shortly. There are about 50 men employed on the Arlington and the Canadian King, whose property adjoins, the shafts of the two being not more than 200 feet part, and the same boarding house answering for the men employed on both properties.

Mining Notes.

The development of the ore body on the 400-foot level of the Iron Mask so far gives 50 feet of stoping ground.

Mr. Nicholas Tregear, who has charge of the development of the Giant, says that he has found the main vein of the property. The place of the find is a short distance above the old workings and dips into the hill. He thinks that the shaft sunk on the property by the former management was in a slide.

IN GOOD COMPANY.

The Canadian Gold Fields and Gooderham-Mackintosh Syndicate.

The mining deals carried out in East Kootenay this season have assumed rather more importance than the general public are aware of. Mr. J. C. Drewry has already been credited with making a shrewd move for his company in obtaining a bond on the control of the Moyie and Queen of the Hills properties; but it is not generally known that there was a race for the control and that the Gooderham-Blackstock syndicate have already secured the balance of the interests not covered by Mr. Drewry's bond. As matters stand at present the Canadian Gold Fields, under the terms of their bond control nine-sixteenths of the claims mentioned and the Gooderham-Blackstock people seven-sixteenths. Mr. Drewry's company also owns the control of the Lake Shore—now a shipping property, while the Gooderham-Blackstock syndicate control the St. Eugene mine, owning 60 per cent of the stock. As these properties are all bunched together it looks as if an amalgamation of all the interests was not improbable.

It is stated on very good authority that the Canadian Gold Fields syndicate can take up their bond and at the same time commence to pay dividends from their Lake Shore shipments alone. The fact that Mr. Gooderham and his associates have become joint owners in the two new properties mentioned cannot help making the mining public have a wonderfully keen interest in the future of all these properties.

The Bornite Bank Company.

Mr. J. R. Cranston of the Bornite Bank Mining company, is in the city on a visit. The properties of the company are in the Nelson division. Mr. Cranston reports that the shaft house and other buildings have been completed and that supplies for the winter are now being taken in. The force is now engaged in developing the property. Mr. Cranston will leave for the property of the company. Operations are to be carried on continuously.

Returned From the Coast.

Mr. A. B. Clabon, mining man, returned Thursday from a trip to the coast cities and the Lardeau country. He reports that business is especially good in Vancouver and New Westminster. The latter city has been entirely rebuilt and is better even than it was before the fire. In the Lardeau country the conditions are very good, considerable ore is being shipped out and there is a great deal of development work in progress. Two railways will be completed into that section next year and there should be considerable movement there in the year 1900. Mr. Clabon was questioned as to the political situation at the coast he was reticent, but said he thought they were very much mixed.

The Smelter at Trail.

At the Trail smelter the capacity is being steadily and rapidly increased, a new furnace especially for the treatment of lead ores starts this week, or as soon as enough men can be obtained to work it. Thursday the second copper furnace was blown in and run continuously from then on. This furnace has been idle for some time, but the new water jackets that were needed having arrived they are now in position. The foundation for another furnace to treat copper ores has just been completed. By midwinter the Trail smelter will be a decidedly busy place, and Trail business men experiencing some of the benefits of having such an immense and constantly increasing industry in their town.

The Rathmullen.

Word has been received here that the showing in the main shaft of the Rathmullen, where the ledge came in at a depth of 170 feet, continues to show very good results. The official report of the mine superintendent will be here in a day or so, when full particulars will be given.

Visited Republic and Boundary.

Mr. J. B. Johnson is back from a visit to the Boundary Creek country and Republic. While in the latter place he visited the Mountain Lion and says that he never saw a mine in the same stage of development have such a showing of ore as can be seen there. It is going, he says, to be one of the great mines of that section. Mr. Johnson visited the Republic mine and examined the recently made strike on the lower level of that property. There is a splendid showing of ore. He reports that while the town of Republic is quiet still there is a great deal of development work in progress around the city and thinks the coming year is certain to be a lively one in the history of that section. The formation there is softer than it is here and one man can do considerably more work there than here, and as a consequence to attain the same number of feet there requires a less number of men.

The Boundary Creek country is flourishing everywhere. To show the extent to which some of the companies intend to operate there it need but be said that the Knob Hill and Old Ironsides are putting up a bunk house that will have accommodations for 400 men. Besides this they are erecting cottages and other buildings. The ore, now that the spurs are being built, will soon commence to pour out of that country and then there will be more life than ever. Mr. Johnson, while he admits that there will be some prosperous towns on the Reservation and in the Boundary Creek country, says that it will be a long time till there will grow up a town of the size, permanency and stability of Rossland, and the more he visits the other mining camps the stronger does this impression become.

Freight Coming in Rapidly.

Freight is coming into the Red Mountain depot at a rapid rate for the past two days. During that period five refrigerator cars have arrived. Two of these contained eggs, two apples and one whiskey. Besides this there were two carloads of general merchandise and 10 cars containing lumber and wood, or a total of 17 cars.

WORK ON VIRGINIA

Ore Continues to be Taken From the Newly Found Ledge.

FOOR LOOKING ORE ASSAYS WELL

A Contract Has Been Let on the Ethel Group—Progress of the Work on the Velvet and Portland—Operations Resumed on the Big Four.

Work on the drifts from the main shaft of the Virginia have been closed down about six weeks, but in the meantime Superintendent Macpherson has sunk two new shafts, one immediately south of the original workings and another about 350 feet to the east. In the latter case the lead on the surface has been uncovered, and crosscuts made, showing a ledge from wall to wall of ten feet. A shaft of about 12 feet has been sunk on this showing, but while the ore is rich looking, the values are low. The other shaft south of the original workings is now down about 40 feet, and 105 tons of ore taken from the ledge here has been sent to the Trail smelter, and there is another carload now ready for shipment on the dump. While the showing is not as good in this shaft as in the one first mentioned, shipping values continue right along. No official announcement has been given out as to the smelter returns from the shipments sent down, but it is estimated that the ore will run in the neighborhood of $16 or $17. the values being chiefly gold with some silver, and from one to three per cent copper. The values are found in some instances on the showing last mentioned in very unlikely looking rock which has been found to assay fairly well. This is by no means a new experience in this camp. In one of the levels of a large mine on Red mountain, some time ago, an official who was showing some visitors through the workings, drew attention to some rock on the side of the drift, and asked the visitors what they thought it was. "Country rock, evidently," said they; "nothing in that, of course." A little further on in the drift the sides were examined again and it was plainly seen that mineralization had come in. The rock, in fact, was what a tenderfoot would call "very pretty indeed." The visitors were anxious to know what this last ore would run, and were naturally astonished when informed that the highly mineralized "pretty looking" rock would probably run about $2, while the country rock—and it was real country rock, nothing else—ran from $40 to $60 to the ton. "Yes," said the official, "there is no doubt about the values. I was surprised myself and had the face here chipped off and assayed repeatedly, until there could be no mistake. I know that we have about 12 feet along the side of the drift here which will run all the way from $30 to $60. I do not pretend to account for it, but there is no question about the values."

It has long been understood, though not always believed, that only the man with the blowpipe knows what is in the rock. Over and over again some of the finest looking rock imaginable has been found to contain very disappointing values, and frequently high values are obtained from very inferior looking rock. The mining engineers of the camp say that the only safe method to follow is to assay every foot of the way.

A Contract let on the Ethel.

A contract was awarded to Mr. J. W. Sanders to run the crosscut on the Ethel claim. The work has been carried on for some time by the day, and has proved very encouraging. The ledge has been traced quite a distance on the surface, and the contract now let will, it is expected, reach the ledge at the 68-foot level. They are already 15 feet from the bottom of the shaft, and are now working in very good looking rock, and the management feel very hopeful that they have the making of a mine.

The Velvet and Portland.

Work is making excellent progress on the Velvet. The main adit is in for a distance of 410 feet. The raise from the 250foot level to the 160-foot level is finished. Mr. John L. Morrish, manager of the Velvet and Portland, was in the city yesterday. He reports that the tunnel on the Portland is in for a distance of 145 feet, and the shaft has reached a depth of 81 feet. Ore of a good quality has been met in the shaft of the Portland.

Work Resumed on the Big Four.

Work has been resumed on the property of the Big Four Consolidated company, which lies to the west of the city. Two shifts have been put to work. Tunnel No. 2, which is in for a distance of 60 feet, is being extended.

The St. Mary's River Country.

On the various branches of the Upper St. Mary's river are many copper properties which will with proper development make a populous mining district before long, says the Cranbrook Herald. Many of these properties are being developed by strong companies and operators, and sufficient ore has been shown to warrant the statement that within two years a railway will be in course of construction from Marysville up the St. Mary's river, and that district will become one of the greatest copper producers of British Columbia, with its own huge smelters. The principal ledges appear to run north and south, and are remarkably strong and well defined. The ore is chiefly chalcopyrites, though there are some strong showings of galena. The government has completed an excellent pack trail up the west fork to Pilot Bay summit with good permanent bridges, but business would be greatly facilitated if the wagon road was continued as far as Meehan's ranch, which means extending the road 11 1-2 miles from its present terminus.

Will Commence Taking Out Ore.

Mr. Nick Tregear, superintendent of the Giant, Friday said that he would at once commence the breaking of ore in the main vein of that property. The ore will be extracted from the main vein of the property, which is 17 feet in width. Mr. Tregear said he expected to have at least 1,000 tons of ore ready for shipment before the end of next month.

A Shaft for the Copper Wonder.

Mr. Allan G. White Friday let a contract to sink a 50-foot shaft on the Copper Wonder. The intention is to begin extensive development on this property, which is one of considerable promise, as the surface showings are large and the ore of excellent quality.

STRIKE ON THE WINNIPEG.

The Ore Body Is Now Known to Be 45 Feet Wide.

The strike in the Winnipeg, a brief account of which was published in the Miner of Friday, was confirmed last night by Mr. Duncan McIntosh, president and general manager of the Winnipeg Mining & Smelting company, who arrived from the Wellington camp on the Columbia & Western train shortly before midnight. Mr. McIntosh stated that the find was made in a crosscut on the 300-foot level at a point 130 feet north of the shaft. "When I left the mine," said Mr. McIntosh, "the vein was 45 feet in width and there was no wall in sight, and for this reason its width cannot yet be stated. It is one of the largest bodies of clean ore I ever saw. I do not know what the values carried by the ore are, for the reason that I have had no assays made. We are putting in an assay office and as soon as this is done the values in the ore will be determined. I may say, however, that the ore is similar in appearance to that found in the other portions of the mine, and the presumption would be that it carries the same values."

In regard to shipments Mr. McIntosh stated that the spur leading from Eholt to Wellington would be completed as far as the B. C. mine in a day or two, but as there was a shortage of steel he thought it would be a month yet before it would be extended to the Winnipeg. Mr. McIntosh is en route for Indianapolis, Toronto and Montreal, and says he will be absent for a month.

The Salvation Army

THE LIFE OF THESE SELF-SACRIFICING WORKERS OFTEN ONE OF HARDSHIP.

While on Duty Capt. Ben. Bryan Was Stricken With a Supposed Incurable Disease and Forced to Relinquish the Work—He Has Now Recovered His Health.

From the News, Alexandria, Ont.

The life of a Salvation Army worker is very far from being a sinecure. Their duties are not only arduous, but they are called upon by the regulations of the Army to conduct out-of-door meetings at all seasons and in all kinds of weather. This being the case, it is little wonder that the health of these self-sacrificing

workers frequently gives way. Capt. Ben. Bryan, whose home is at Maxville, Ont., is well known through his former connection with the Army, having been stationed at such important points as Montreal, Toronto, Kingston, Guelph and Brockville, in Canada, and at Schenectady, Troy and other points in the United States. While on duty he was attacked by a so-called incurable disease, but having been restored to health through the use of Dr. William's Pink Pills, a representative of the Alexandria News thought it worth while to procure from his own lips a statement of his illness and recovery. He found Mr. Bryan at work, a healthy, robust man, his appearance giving no indications of his recent sufferings.

The story of his illness and subsequent cure by the use of Dr. William's Pink Pills reads like a miracle, and is given in his own words as follows: "While stationed at Deseronto, in July, 1897, I was attacked with what the doctors called 'Chronic Spinal Meningetis.' The symptoms were somewhat similar to those preceding a pleuratic attack, but were accompanied by spasms which, when the pain became too severe, rendered me unconscious. The length of these unconscious spells increased as the disease advanced. After spending four months in the Kingston General Hospital, and on the Salvation farm, Toronto, I regained some of my former strength and returned to my work. The second attack occurred when I was stationed at Schenectedy, N. Y., in October, 1898, and was more severe than the first. The symptoms of the second attack were very similar to those which preceded the first, the only apparent difference being that they were more severe and the after effects were of longer duration. Owing to the precarious state of my health, I was compelled to resign my position after the second attack and return to my home at Maxville. While there a friend advised me to try Dr. Williams' Pink Pills, and I began using them in March, 1899. I have used only a dozen boxes, and am once more enjoying perfect health. I feel that I am perfectly well and can cheerfully say that I attribute my present state of health to the effects produced by Dr. Williams' Pink Pills. Mrs. Bryan has also used the pills and has benefited very much thereby."

Building a Residence.

Mr. Robert Hunter, of Hunter Brothers, is having a two-story residence constructed on Le Roi avenue near Georgia street. Its ground dimensions are 41x52 feet. It will have all the modern conveniences, and will cost when completed in the neighborhood of $5,000.

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Atlantic S. S. Lines

FROM MONTREAL.

Beaver Line	Lake Superior	Nov. 9
Allan Line	Californian	Nov. 9
Dominion Line	Vancouver	Nov 9
Allan Line	Laurentian	Nov. 16
Dominion Line	Dominion	Nov. 16
Beaver Line	Lake Ontario	Nov. 23

FROM NEW YORK.

North German Lloyd	Trave	Nov. 14
American Line	New York	Nov. 15
White Star Line	Oceanic	Nov. 15
Cunard Line	Lucania	Nov 18
Anchor Line	Anchoria	Nov. 18
White Star Line	Majestic	Nov. 22
Cunard Line	Umbria	Nov. 11

Passages arranged to and from all European points. For rates, tickets and full information apply to C. P. R. depot agent, or
A. B. MACKENZIE,
City Ticket Agt., Rossland, B. C
W. P. F. Cummings Gen. S. S. Agent, Winnipeg.

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Every day in the year between SPOKANE, ROSSLAND AND NELSON.

LEAVE	DAILY.	ARRIVE
8:15 a. m.	Spokane	6:15 p. m
2:15 p. m.	Northport	12:30 p. m
Arrive 3:10 p. m.	Rossland	Leave 11.25 a. m

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Canadian Pacific Nav. Co

(LIMITED.)
Time Table No. 32, taking effect Jan. 1st, 1898

VANCOUVER ROUTE.

Victoria to Vancouver—Daily, except Monday at 1 o'clock.
Vancouver to Victoria—Daily, except Monday at 13:15 o'clock, or on arrival of C. P. R. No. 1 train.

NEW WESTMINSTER ROUTE.

Leave Victoria for New Westminster, Ladner's Landing and Lulu Island—Sunday at 23 o'clock; Wednesday and Friday at 7 oclock. Sunday's steamer to New Westminster connects with C. P. R. train No. 2 going east Monday.
For Plumper Pass—Wednesdays and Fridays at 7 o'clock.
For Moresby and Pender Islands—Friday at 7 o'clock.
Leave New Westminster to Victoria Monday at 13:15 o'clock; Thursdays and Saturdays a 7 o'clock.
For Plumper Pass—Thursdays and Saturdays at 7 o'clock.
For Pender and Moresby Islands—Thursday 7 o'clock.

NORTHERN ROUTE.

Steamships of this Company will leave for Port Simpson and intermediate ports via Vancouver, the 1st and 15th of each month at 8 o'clock. And for Skidgate on 1st of each month.

BARCLAY SOUND ROUTE.

Steamer Tees leaves Victoria for Alberni and Sound ports the 15th and 30th of each month.

KLONDIKE ROUTE.

Steamers leave weekly for Wrangel, Juneau, Dyea and Skagway.
The Company reserves the right of changing this Time Table at any time without notification.
JOHN IRVING anager.
G. A. CARLETON, General Agent. Victoria.

Kootenay Railway & Navigation Company

OPERATING
Kaslo & Slocan Railway-International Navigation & Trading Company.

Schedule of Time Pacific Standard Time
Effective June 19 '99

Kaslo & Slocan Railway

Passenger train for Sandon and way stations, leaves Kaslo at 8 a. m. daily, returning, leaves Sandon at 1:15 p. m., arriving at Kaslo at 3:55 p. m.

International Navigation & Trading Company Operating on Kootenay Lake and River.

S. S. INTERNATIONAL

Leaves Kaslo for Nelson at 6 a. m. daily, except Sunday. Returning, leaves Nelson at 4:30 p. m., calling at Balfour, Pilot Bay, Ainsworth, and all way points. Connects with steamer Alberta to and from Bonner's Ferry, Idaho, also S. F. & N. train to and from Spokane, at Five Mile Point.

S. S. ALBERTA

Leaves Nelson for Bonner's Ferry, Tuesdays, Thursdays and Saturdays at 7:00 a. m., connecting with steamer International from Kaslo, at Pilot Bay. Returning, leaves Bonner's Ferry at 7:00 a. m., Wednesdays, Fridays and Sundays, connecting with steamer International for Kaslo, Lardo and Argenta.

Direct connections made at Bonner's Ferry with Great Northern railway for all points east and west.

LARDO-DUNCAN DIVISION

Steamer International leaves Kaslo for Lardo and Argenta at 8:45 p. m., Wednesdays and Fridays.

Steamer Alberta leaves Kaslo for Lardo and Argenta at 8:00 p. m., Sundays.

Steamers call at principal landings in both directions, and at other points, when signalled. Tickets sold to all points in Canada and the United States. To ascertain rates and full information, address,

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Steamship tickets to Europe and other foreign countries.

Leaves Daily	Spokane Time Schedule.	Arrives Daily
7:45 a. m.	LOCAL MAIL—For Coeur d'Alenes, Farmington, Colfax, Pullman, Moscow, Pomeroy, Walla Walla and Pendleton. LOCAL MAIL—From San Francisco, Portland, Walla Walla, Dayton, Pomeroy, Colfax, Farmington, Garfield.	7:25 a. m
3:15 p. m.	FAST MAIL—For Moscow, Pullman, Dayton, Walla Walla, Portland, San Francisco, Baker City and the east. FAST MAIL—From Baker City, Pendleton, Walla Walla, Dayton, Colfax, Moscow, Coeur d'Alenes and the east.	8:00 p. m

STEAMER LINES.

San Francisco-Portland Route.
STEAMSHIP SAILS FROM AINSWORTH DOCK, Portland, at 8:00 p. m., and from Spear Street Wharf, San Francisco, at 10:00 a. m., every five days.

Portland-Asiatic Line.
MONTHLY SAILINGS BETWEEN PORTLAND and the principal ports of China and Japan under the direction of Dodwell, Carlill & Co., general agents.

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Steamers between Riparia and Lewiston leave Riparia daily at 1:40 a. m.; returning leave Lewiston daily at 10:00 a. m.
For through tickets and further information apply to any agent S. F. & N. system, or at O. R. & N. Co.'s office, 430 Riverside Ave, Spokane Wash.
H. M. ADAMS, General Agent.
W. H. HURLBURT, Gen. Pass. Agt., Portland, Ore.

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