

THE MINING REVIEW

An Important Find of Ore on the Douglass-Hunter.

OVER THIRTY FEET IN WIDTH

A Fault Plane Found in the Homestake Which Promises to Clear the Workings of a Water-Worked Tramway in the Water-Worked Tramway.

The most important event of the week in mining circles was the find of a large body of ore in the Douglass-Hunter mine on Sophie mountain. In the drift tunnel, after it had been driven along the ledge for a distance of 750 feet, a crosscut has been made and is in ore for a distance of 30 feet, at last accounts, and still there was no wall in sight. The ore carries gold, silver, copper and lead and is of a pay grade. It runs higher in copper than any of the ore hitherto met in the mine. This is not all the ore that has been found in the Douglass-Hunter. The tunnel drifts through a ledge from its portal to its breast and in the distance run there are several pay ore shoots, but this is the largest and the richest ore shoot apparently that has yet been encountered and gives assurance that the Douglass-Hunter is a mine. This find was made in the lower tunnel. There are two other drift tunnels, the intermediate and the No. 1, and in each of these there are good showings of ore of a pay grade. This last find in the property, however, makes the management confident that it has a mine and soon another producer of considerable value will be added to those which are daily sending ore to the smelters.

The 1,500-foot tramway running from the War Eagle shaft to the bunkers at the Centre Star was used for the first time yesterday and operated in a very satisfactory manner. The 40-drill electrical compressor is about completed and should be ready for operation some time this week.

On the Homestake a fault plane has been met in the lower tunnel and the water is coming through this from the workings 100 feet above the tunnel level. These workings are 200 feet below the surface and are full of water to the collar of the shaft and now that this water has commenced to flow the mine smelters as it was feared that the mine would have to be pumped out and this would have consumed at least two weeks' time.

The Output. The ore shipments during the past week were 8,263 tons, a decrease of 225 tons as compared with the figures for the preceding week. The Le Roi fell off to 2,010, a decrease of 245 tons, while the Centre Star shows a gain of 72 tons in shipments of 2,232 tons. War Eagle returns declined 174 tons, a figure for the week being 400 tons. Le Roi No. 2 shows a gratifying increase of 415 tons, its shipments being 1,143 tons. The L.A.L. is credited with 27 tons.

Appended is a list of the shipments of the past week and year to date, approximately:

Table with columns: Week, Year, Tons. Rows include Le Roi, Centre Star, War Eagle, Le Roi No. 2, M. G. Western, Iron Mask, Velvet, X. L., Evening Star, Spitzer, Grant, Portland, and Total.

War Eagle.—The tramway from the War Eagle shaft to the Centre Star bins was put in actual operation yesterday and worked in a very satisfactory manner. This tramway is 1,500 feet in length and has been in course of construction for the past two months. It can be operated by both gravity or steam power, but should an accident happen to one side it can be operated by a 100-horse power hoist in the shaft house at the top. The tramway is provided with automatic self-dumping cars which each carry three tons to the load. Trailers are provided which can be run behind these cars. On these machinery and supplies can be taken to the mine. This will save a great deal of hauling by means of teams. An elaborate automatic signaling apparatus is used in connection with the tramway. By means of this the engineer can always tell where the cars are. When a car is within 20 feet of the dump in the ore bins a flash of light is visible in the engine room. While the car is in the act of dumping the red light shows up in the engine room and this remains lighted until the car leaves the dump. These automatic signals enable the engineer to slow up or to increase the speed at proper times. In addition to this there are the regular engine indicators so that the engineer can tell if anything happens just where the car is. The War Eagle 40-drill electric compressor is nearing completion and should be ready for operation some time this week. The tramway was used yesterday and the ore bins at the Centre Star were almost filled. Work in the mine continues along the usual lines.

Homestake.—In the lower tunnel, in 800 feet from the east end line of the property, a fault plane has been encountered, and through this the water was coming yesterday with a great rush, and it is thought that this will drain out the workings, which are about 100 feet above the level of the lower tunnel. These workings are 200 feet in depth. The water is up to the collar of the shaft. The intention is to upraise from the lower tunnel to the shaft, a distance of 100 feet, but it feared, owing to the enormous pressure of 200 feet of water, that the accident would occur were the attempt to be made without first draining the mine. Mr. S.

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W. Hall thought when he reached the fault plane that the mine would drain itself, otherwise he would have been obliged to pump out the workings, and this would have been a costly task, and this would have occupied at least two weeks' time. Now, however, from the way the water is coming out of the fault plane into the lower tunnels, it is thought the workings will be quickly drained. The Homestake is looking well and the indications are that the ore body is enormous. The fault plane will soon be encountered.

Rossland Great Western.—The three-compartment shaft is completed to the 300-foot level and drifting along the ledge on that level is in progress. The drifts on some of the upper levels now extend as far east as the line of the Golden Chariot and the ore bodies continue strong and of good grade. The work of making the pipe and interconnector connections on the big compressor plant continues and the plant should be ready for operation in about a week, unless unforeseen contingencies intervene.

Kootenay Mines.—The shaft is finished to a point 1,300 feet below the outcrop and the work of drifting along the vein has just been commenced. The ledge on this level is about 40 feet wide and has a good sized pay shoot. The ledge is almost perpendicular and the shaft has been in the ledge all the way from the floor of the 600-foot tunnel.

New St. Elmo.—The north drift is in 175 feet from the north crosscut and a south drift is in 300 feet from the south crosscut. The south drift is running at a slight angle south from its westerly course and therefore there is not quite a full face of ore. The drift will be gradually turned so as to get back into the vein again.

Big Four.—The station on the No. 2 tunnel is now completed, and there is a good showing of ore. A contract has been let on tunnel No. 1 for 50 feet more of work on the vein which is now exposed. Mr. Lawler, manager of the Big Four, leaves today for England and Scotland in the interests of his company. He will be away about three months.

Centre Star.—Work on the Centre Star is progressing along the usual lines. During the past week 2,232 tons of ore were sent to the smelter at Trail, which is a gain of 72 tons over the previous week.

Velvet.—The compressor recently installed is operating satisfactorily, and the work of unwatering the mine down to the 300-foot level is in progress. Work on the tramway and ore bins continues.

Le Roi No. 2.—Considerable ore is being taken out and stopping is in progress at eight different places in the mine. The work of deepening the shaft continues.

Portland.—The developing of the ore bodies on the 100-foot level is in progress, and the shaft is being deepened from the 100 to the 200-foot level matters there.

Iron Mask.—Work continues on the 200, 400, 450 and 500-foot levels, with satisfactory results. The usual shipments were made during the week.

Le Roi.—The work of sinking the big shaft continues. Ore is being stopped from all the levels below the 200-foot level.

Great Western.—Prospecting continues with the diamond drill and some excellent results are being attained.

Evening Star.—Drifting and crosscutting continues on the third and fourth levels.

WESTERN FEDERATION.

Officers Elected—Resolution Adopted on the Lead Question.

At Wednesday's session of District Association No. 6, Western Federation of Miners, the following officers were elected: James Wilks, president, Rupert Bulmer, vice-president, and Alfred Parr, secretary-treasurer. The president is of Rossland, the vice-president of Ymir, and the secretary-treasurer of Ymir.

The matter of a government bonus to the lead refining industry was among the questions discussed during the day, in connection with which the following was passed:

"Whereas, The silver-lead mining industry of British Columbia has been seriously hampered by the action of the American smelting trusts in increasing their charges for treatment of our ores and increasing their commission for the disposition of our bullion; and Whereas, This convention is of the opinion that the establishment of a refinery in Canada would greatly stimulate the production of silver-lead ore, and materially contribute to the promotion of the general interests of the country; and Whereas, This convention is of the opinion that it is absolutely essential to the proper protection of all interests involved that the proposed refinery should be established under such conditions as would preclude the possibility of its absorption by the smelter trust at any future date; therefore be it

Resolved, That this District Association, No. 6, Western Federation of Miners, in annual convention assembled, declare that in the judgment of this organization the true solution of the refinery problem is the construction and operation of a refinery by the Dominion government of sufficient capacity for the treatment of our silver-lead ores, and that such refinery should be situated at some central point in the mining districts of this province."

New Rates on Money Orders.

Following are the new rates of commission on money orders issued in Canada and the United States: Orders up to \$5, 3 cents; over \$5 and up to \$10, 4 cents; over \$10 and up to \$20, 5 cents; over \$20 and up to \$50, 7 cents; over \$50 and up to \$75, 7.5 cents; over \$75 and up to \$100, 8 cents. Not more than one money order for \$100 payable in Canada and the United States can be issued to the same person on the same day, drawn on the same paper, but as many of \$100 each may be given as the remitter requires. Following are the rates for money orders payable in Canada and the United Kingdom, British possessions abroad and all distant countries upon which money orders may be obtained: On orders up to \$10, 10 cents; over \$10 and up to \$20, 20 cents; over \$20 and up to \$30, 30 cents; over \$30 and up to \$40, 40 cents; over \$40 and up to \$50, 50 cents.

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A PARTY OF C. P. R. MEN HERE

THE RAILWAY REPRESENTATIVES PROMISE TO PAY FOR GRADING.

Mr. Whyte Says That the Road Into the Lardau Is to Be Built, but Other Construction Is Uncertain.

Mr. William Whyte, general manager of the Canadian Pacific railway west of Lake Superior, R. Marpole, superintendent of the Pacific division, Chief Engineer Cambie, W. Downie, superintendent for the Kootenay and Yale, and E. P. Gaudin, resident engineer with headquarters at Nelson, and J. F. Coyle, private secretary to Mr. Whyte, spent Thursday in the city. They had a conference during the day with Mayor Lalonde and the members of the Board of Aldermen, and City Engineer Van Buskirk, in regard to grading Third Avenue and the St. Paul street crossing. After considerable discussion the following is in brief the agreement arrived at: City Engineer Van Buskirk was instructed to make an estimate of the cost of grading Third Avenue in the vicinity of the C.P.R. tracks, and also for the grading of St. Paul street in the same neighborhood. When this is done the officials of the C.P.R. will let the city officials know what proportion of the cost of these improvements the company will pay. It was fully understood that the railway company should pay a generous portion of the cost of the work.

Mr. Whyte was seen by a representative of the Miner and stated that he and the members of the party were on a general tour of observation. The coast and the boundary country had already been visited, and when they left here they would go to Nelson and thence east via the Crow's Nest Pass railway. Mr. Whyte said he was much pleased to note that the Granby company at Grand Forks was preparing to double the capacity of its smelter, and that the work of grading the site for the additional outbuildings had already been commenced. The outbuildings done by his road in the Kootenay was increasing rapidly.

Asked as to the prospect of extending the line of the Columbia and Western to the west from Midway, Mr. Whyte replied that nothing has been definitely decided on. The company had done considerable surveying in that section, and still had some survey corps at work there, but no decision as to actual building had been arrived at. The advantage of the line, however, was certain to be built, and the work of getting out ties and providing rails was now in active progress. That was the only branch line of the company the construction of which seemed certain, but there was no telling what a month might bring forth, and that there might be other construction matters taken form and proportion during the open season.

With the party is Mr. A. M. Nanton, of the firm of Osler, Hammond & Nanton, stockbrokers of Toronto and Winnipeg, and C. M. Milestone of Moosejaw, one of the superintendents of the road in that section.

The party left last evening on the regular passenger train for Nelson.

A PLEASANT LUNCHEON.

Mr. Governor Mackintosh Entertains a Number of His Friends.

Several of the prominent officials of the Canadian Pacific arrived here on Wednesday evening, and among them were William Whyte, a friend of ex-Governor Mackintosh when he resided in Manitoba; Mr. C. W. Aulstone, whom he knew favorably in the Northwest Territories, and Messrs. R. Marpole and A. Nanton, with whom he held the friendliest relations when he was in Winnipeg. Governor Mackintosh took advantage of the occasion to renew his friendship with these gentlemen, and invited them to meet at luncheon at the Kootenay several of the citizens of Rossland.

The luncheon proved most recherche, the viands were excellent and the service prompt, and it was greatly enjoyed by the guests.

After the menu had been discussed Governor Mackintosh arose and proposed the health of Mr. Whyte, coupled with the names of Messrs. Marpole, Downie and Milestone, all of whom, he said, we felt proud to call his friends, as we felt proud to renew his friendship with these gentlemen, and invited them to meet at luncheon at the Kootenay several of the citizens of Rossland.

These gentlemen, in replying to the toast, spoke most kindly of their host as a man of strong friendships and one who could always be relied upon in the hour of need. They expressed their great pleasure in finding that the Kootenay society was progressing by such leaps and bounds, and one and all looked forward to a development which would prove to a still greater extent in the near future the wonderful resources of the country. The output was already so great as to be surprising, and the call was for more ears and for additional transportation facilities. This would go on and on until Southern British Columbia would be among the greatest of the mining countries.

Ex-Governor Mackintosh arose and proposed the health of the King, saying that people could hardly recognize the fact that it should not be the Queen. We all had loved Her Majesty with sincere devotion, and he was sure that we would all love and honor His Majesty, the King. "God Save the King" was fervently sung, and the guests dispersed.

RETURNED TO ROSSLAND.

Mr. A. E. Smith Back After Being Away for Two Years.

Mr. A. E. Smith and wife are registered at the Windsor. Both are former residents of this city. Mr. Smith was at one time of the brokerage firm of Smith & Wightman, which flourished here in 1897 and 1898. Mrs. Smith was formerly Miss Evans of this city. It will be remembered that she was the Gipsy fortune teller in the fair held for the benefit of the Sisters' hospital in 1897 and was awarded a gold watch in a voting contest held to judge who was the most popular young lady in this city. "Since I was here two years ago," said

Mr. Smith, "I have been nearly around the world. I visited Australia and went to almost every mining camp in that big country during the year that I remained there. Then I returned to the United States and have been in Sampier, Salt Lake City, Cripple Creek, Butte and a dozen other American mining camps. My brother, Steen Smith, who was with me in this city, is in South Africa and I have another brother in Cripple Creek, and they are both on the lookout for a big mine for any which I have an opportunity of placing in London. As a matter of fact, one of the principal objects of my returning to Rossland is for the purpose of getting hold of a good property. I do not care how large it is, or how much it will cost. The richer the more extensive it is the better the property, whose interests I am watching, will like it. After all, Rossland is a great camp and one has to travel a long way to find a much better one. I have always had an abiding faith in its worth, and I see by the quantity of ore that is being shipped each week that it is rapidly coming up to my expectations."

Ladies, if you want a perfect fitting tailor-made suit, go to Mrs. Langlois, Columbia avenue, over McArthur & Harper.

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During the season of navigation, East bound trains connect at Deluth with the magnificent steamships North-West and North-Land, of the Northern Steamship company line, operated in connection with the Great Northern railway.

For further information, maps, folders, etc., apply to any agent of the Spokane Falls & Northern railway, Kaslo & Slocan railway, Kootenay Railway & Navigation company, or to F. I. WHITNEY, General Passenger and Ticket Agent, St. Paul, Minn. H. A. JACKSON, Commercial Agent, Spokane, Wash.

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Connects at Nelson with steamer for Kaslo and all Kootenay Lake points. Connects at Meyer's Falls with stage daily for Republic, and connects at Bonenburg with stage daily for Grand Forks and Greenwood.

EFFECTIVE SUNDAY, DEC. 24, 1900. Leave. Day Train. Arrive. 8:00 a.m. Spokane 8:40 p.m. 11:50 a.m. Rossland 8:10 p.m. 7:00 a.m. Nelson 7:15 p.m.

Night Train. 9:45 p.m. Spokane 7:00 a.m. 11:00 p.m. Rossland 7:00 a.m. First-class sleepers on night train.

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Leaves Nelson daily at 7:00 a.m. Leaves Pilot Bay daily at 9:15 a.m. Arrives Kaslo at 10:45 a.m. RETURNING.

Leaves Kaslo daily at 1:00 p.m. Leaves Pilot Bay daily at 2:30 p.m. Arrives Nelson at 4:30 p.m. B. & N. AND K. V. RYS.

Passenger train leaves Kuskonook for Spokane daily on arrival of steamer "Kaslo," connecting at Bonner's Ferry with Great Northern "Flyer," eastbound.

Leaves Spokane for Kuskonook daily at 6:25 a.m., making direct connection at Kuskonook with steamer "Kaslo" for Nelson and Kaslo.

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