

THURSDAY, January 3, 1901

THE RICH MINES OF CARIBOO

DR. REYNOLDS OF ASHCROFT TELLS SOMETHING OF THEM.

Some Are Yielding Largely, but the Output is Certain to Increase—Dredging for Gold.

Dr. F. S. Reynolds, editor and proprietor of the Ashcroft Journal, is in the city on a pleasure tour. He has been publishing the Journal for the past six years and knows the northern country as one of his favorite books. Ashcroft, he said, is the distributing point for a large area including Cariboo, Omineca, Peace River, Lilloet, and other sections to the north. At times, he said, as many as 1,000 horses are engaged in freighting out of Ashcroft to these places. The teams consist of from eight to 16 horses. Formerly oxen were used largely in freighting there, but now they have all disappeared, because they were too slow.

In speaking of the Cariboo mines, he said: "The Cariboo Hydraulic Mining company produced this year, although they had a short season through running out of giant powder, and by this means lost a month of time, \$300,000. Next year the company expects that the output from its mine will be at least half a million dollars.

"There are several companies operating in the Horsely section of Cariboo," he said. "Mr. R. H. Campbell has sunk a 515-foot triple compartment shaft to a depth of 550 feet and drifts have been run from the bottom of this shaft for a distance of several hundred feet. Pay ground had been struck before operations were recently shut down for the winter. Next year heavier pumps will be put in and the expectation is that the output of gold will be satisfactory.

"On Lightning creek, in Cariboo, the Lightning Creek Gold Drifts & Dredging company has sunk a shaft 130 feet in bedrock, drifted 100 feet and struck pay gravel. Good results are looked for on Lightning creek during the coming season.

"Mr. F. C. Laird on Williams creek has reached gravel on his bedrock drift and hopes to have a prosperous season next year.

"The Cariboo Gold Fields, operating the Marysville ground on Williams creek, Cariboo, has been re-organized and expects to put in a system of bucket elevators to replace the hydraulic lift, which owing to the height to which the gravel had to be raised, has not proved a success. The gravel raised on their property during the past season averaged about \$1 to the yard.

"For the past year or two larger hydraulic and other plants have been put into the Cariboo mines. Next year the output should be largely increased over what it is for the present year, but it will be what it should be. The gold is there in the old river beds and elsewhere in large quantities, but it takes capital to take it out. What is true of Cariboo may also be said of Omineca, where several companies are now successfully operating.

In speaking of dredging operations in the vicinity of Ashcroft, Dr. Reynolds said: "New Zealand men have taken up the Thompson river for a length of 60 miles. One dredge is now being built on the North Thompson river at a cost of \$52,000 and others are shortly to be put in. The Cobleledge Dredge Co. has a dredge which cost \$75,000 in successful operation at the junction of the Thompson and Fraser rivers and it is said there are to be put in by the same company. On the Fraser river at North Bend, the Beatrice dredger has been taking out gold in considerable quantities for the past three years. The dredging interests are looking up.

"The Cariboo country needs very liberal appropriations for roads. The wagon road leading from Ashcroft into the Cariboo country is in a wretched condition. The country is certain to produce largely after a while and it would certainly pay the province to provide good roads. "We are taking a deep interest in the proposed revision of the Placer Mining Act, it being conceded by all who understand the needs of the industry that a change in the existing law is absolutely necessary."

Asked if it was true that the people of 150-Mile House played poker to decide which candidate for the Dominion parliament they would support, Dr. Reynolds replied: "I do not know whether the story is true or not, but I can assure you that the residents of that polling subdivision are dead game sports who are ready to gamble their votes or their shirts or most any other of their possessions. A man can get almost any kind of a game he is seeking for at 150-Mile House."

In speaking of Rossland, he said from what he had seen of it he felt certain that there was going to be a town here with much larger population than at present. The number of mining plants in successful operation surprised him and he felt certain that they showed that there must be large deposits of pay ore here to justify the erection of such costly plants.

TEN TONS A DAY. Ore Output of the Nettie L. Mine Now Reaches This Quantity. About 200 sacks of ore a day is being mined at the Nettie L., the greater part of which is sacked in the workings, says the Lardeau Eagle. The new winze in the crosscut from the southwest drift is now about 55 feet and Foreman Crilly says the lead is getting stronger and richer if anything. The connection between the long tunnel and this winze will be made shortly, thus facilitating matters considerably. Some 20 men are on the payroll at the mine, while others are busy engaged in hawking the ore down to the ore house here. The four-horse teams are also making two trips a day to Baty's hotel, while the teams between there and Thomson's Landing are moving the ore as quickly as possible under the bad condition of the road on the hill.

Shipping Disasters. Paris, Dec. 31.—There has been a renewal of the stormy weather on the northern coast of France, and several shipping casualties of minor import have been reported.

MINING REVIEW.

While there has been nothing of importance announced this week with regard to the discovery of new ore bodies, yet all reports have been favorable with regard to the development of those which are in course of exploitation. Announcements have been made by several mines that with the commencement of the year new shippers will join the list. The War Eagle will send out three cars, about 90 tons, on Wednesday next and it is the purpose of that mine to keep this up for some time to come. The arrangement, while not very great importance to the roll of the camp's shippers, will be received favorably and if the mine with the development on the eighth level be able to extend this output in something like double, there will, indeed, be felt that the War Eagle is fully leading up to its old name. The arrangement seems to have been somewhat sudden if any inference can legitimately be drawn from the fact that the shipments will not take place over the new gravity tramway which was to have been entirely renovated, its old plan not being approved of. The tramway is yet in a state of unpreparedness, although efforts are now being made to complete it. In the meantime the shipments will take place over the old route from the 250-foot level. The shipments will be observed, at going to Trail, so that a modus operandi, talked of by Mr. Blackstock during his visit here of last August, has evidently been arrived at.

The other new shipper will be the Rossland Great Western, which will probably ship about the same as the War Eagle, or possibly a little more than that. This will not, however, take place until the smelter is ready to receive the ore. It must, however, be understood that as the ore has to go on the roasting heaps and then be cooled down, there is no necessity to actually await the time of the new furnaces being blown in before the shipment of ore. The furnace should be blown in any time after the middle of January. The Le Roi No. 2 is in much about the same position as the Le Roi No. 1. The daily capacity of the shipper of ore. The daily capacity of the smelter is 1,250 tons daily. As the Le Roi will take up 900 to 1,000 tons of this there will be left for the subsidiary Le Roi companies a capacity of 300 to 400 tons daily, out of which must be taken the shipments of the I. X. L. and the Giant, which are comparatively small. Further, there should be deducted the amount of fluxing ore, coming from the British Columbia and from various pits in the Columbia and at the United States. The balance will therefore be about 200 tons more or less for the accommodation to these mines.

Other shippers beginning the year are the Iron Mask and Spitzee. The former is looking very well at the present and it is more than probable that a modern equipment will soon be installed and that the shipment will in that case average at least 50 tons daily. At the present the average is about 25 tons.

This counting in the Centre Star the shipments from the camp by the end of next month should not be less than 9,000 to 10,000 tons per week.

The Output. The output for the past week, being a holiday season, has naturally fallen considerably below the 6,000 ton average sustained for many weeks past. No ore was shipped from the Le Roi during Monday, Tuesday and Wednesday last. The mine was closed down for that period of three days on Thursday a holiday around Christmas, the miners at the holiday around Christmas, was despatched. The Centre Star is also a little below its mark, owing to much the same cause. The Le Roi No. 2, Giant, and I. X. L. have also each contributed a few cars, and altogether the shipments for the past week assume the very respectable figure of 4,190 tons.

Appended is a statement of the shipments for the week and the year to date:

Table with columns: Mine Name, Week, Year. Rows include Le Roi, Centre Star, War Eagle, Le Roi No. 2, Iron Mask, Giant, I. X. L., Evening Star, Monte Christo, Spitzee, Iron Colt, and Total.

Le Roi No. 2.—There is a little shipping going on from time to time as the ore broken down in the course of development blocks the progress of the work. The principal feature in the development of the Josie is at present the cutting out and fixing up of all the stations on the various levels anticipatory to sinking. Pumps are being rigged in order to deal with the water come upon in the shaft. On the east side of the mine there is in progress a system of raises connecting from the lowest level right up to the surface tunnel at the mouth of the shaft. Above this again another raise communicates with the workings of the Poorman part of this property. A crosscut driven from the 900-foot level of the Le Roi will come under this system of raises, and it is its turn will be raised from just as soon as the ore body is reached. From the shaft which will be sunk to this level there will be levels run so as to connect with this ore shoot which from this lower depth alluded to up to the surface outcropping will be 1,000 feet. On the east side the crosscut has been run from the 500 foot level to the ore body, to which the Annie joint shaft has been sunk. This crosscut has already intersected that ore body, and a raise is being made so as to connect with the ledge. This ledge, though not running to any great dimensions, carries some of the highest values ever come upon in the camp. On the No. 1 preparations are still in hand to begin sinking at once. The mine is developed down to the 600-foot level, and levels have been driven east and west from the vertical shaft. Between the third and fourth levels an intermediary level has been made which has opened out that already available on the levels above and below. The sinking will be carried down another 200 feet. The electric hoist now in operation at the collar is considered of ample power to permit the shaft being sunk. This is also true of the hoist at the Josie. The mine this fall has shipped 6,000 tons. There is, however, a far greater amount lying on the dumps of the Annie, Poorman, Josie and No. 1.

Rossland Great Western.—The work on the surface of the Rossland Great West-

ern is confined to the establishment of the foundations of the compressor. The piers are all finished but the massive foundations have to be built up at least another ten feet. None of the machinery has as yet arrived. It will be some time before the foundations are ready to receive it and it is probable that the compressor will not be ready for work much before the middle of February. Below the deepening of the shaft is being actively prosecuted, the depth now gained being about 685 feet. The 700-foot level should be reached next week. No level will be at present established from the 700-foot level but the sinking proceeded with. Crosscuts are being driven to intercept the bodies of ore found on the second and third levels. Everything is ready for shipment and it is probable that something will be done in this direction during the coming month.

Le Roi.—The work on the Le Roi, as usual, is proceeding on a steady line of development which, it is promised, will run to 900 tons to 1,000 daily during the ensuing year. The new levels in the 900-foot level are being explored and the levels in the other parts of the mine are being constantly pushed and extended. While there are no new bodies to be recorded, yet the extension of the levels has shown that the main payshot is in every way more extensive than was at first thought. On the surface the energies of the management are being concentrated on the completion of the work on the hoist. The hoist is itself completed, the crushers and sorting belts are in position, the aerial tramway is ready to run, and the ore bins at its lower end are also completed. The uncompleted portions are the sampling mill and the big hoist, both of which are well under way and should be finished by the end of next week at the latest.

War Eagle.—Preparations are being made for shipment next week. The ore chamber in the main shaft, at the 250-foot level has been cleared out and the ore raised from the lower levels will be sent up to this point and thence run out on the old shipping adit on to the bins overlooking the upper railway track. The management is reticent as to whether the ore is to be shipped from the lower or from the older chambers, on some of the upper workings. The present arrangement will only be in force until such time as the gravity tramway, which is being repaired and fitted up ready for use, is finished when the shipments will again be sent over this more convenient road.

Kootenay Mines.—Almost the only work now going on in the Columbia and Kootenay is the deepening of the shaft, which is now 65 feet below the lowest level, which is 400 feet below the No. 6 tunnel. The six levels are now fairly well opened as regards the ore, although there has been done some much in the way of spotting the veins known to lie to the north and south of the middle vein. The mine is practically ready for shipping just as soon as the transportation facilities and smelter accommodations are satisfactorily arranged.

Iron Mask.—The vein which has been cut upon the 400, 450 and 500 foot levels has proved to be first class shipping ore right through, and the mine is in consequence in a good position as regards the extent and value of its ore bodies. Regular shipments are being kept up. There will be held shortly a consultation as to the best equipment which can be given to the mine with respect to future shipments on a much enlarged scale.

I. X. L.—Some very high grade ore is being cut in the vein recently located and it is thought that this ledge will, when developed, prove to be as large a producer of values as the ore which has hitherto been operated and from which all the ore has been shipped. The No. 2 drift is being extended into O. K. ground. A carload of ore was sent to the smelter last week.

Centre Star.—The surface improvements of the Centre Star are completed, and there is little to be said about the mine details which have yet to be finished. Below the surface of the shaft is still being sunk, and the ore is being stoped from the second level and from the intermediate level immediately below.

Spitzee.—The shaft has reached a depth of 47 feet and has passed through the hore recently encountered and the entire bottom is in ore. A sample taken across the bottom of the shaft yesterday went \$15 to the ton. A siding is to be built to the Spitzee by the Columbia & Western.

Velvet.—No attempt has yet been made to haul the compressor plant from Sheep Creek station to the mine, as the road is still in poor condition, and for the same reason no ore has been hauled out. The work of development of the Velvet continues along the usual lines.

Wallford.—Work continues on the driftings of the mine. Some ore is being met with and the work is looking favorably.

Cascade.—Work is to be resumed on the Cascade this week, such a course having been decided on at a meeting of the directors held during the week. Giant.—One carload of ore was sent to the smelter during the past week and two more have been loaded and will be sent to Northport today.

Evening Star.—The drift on the 400-foot level has been run for a distance of 30 feet. The showing of ore is of an encouraging character. New St. Elmo.—Work on the north and south drifts continues. There were no changes of importance during the week. Rossland Bonanza.—Work on the tunnel continues and the showing of ore is of a satisfactory nature.

Is Recovering Rapidly. Mr. Webster, the foreman of the Centre Star, whose leg was fractured a short time since, is making a rapid recovery and will leave the hospital sooner than was anticipated when he first met with the accident.

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J. F. BLAINE, Proprietor. Maps of the Myers Creek District for sale, \$1.00. CHEWAW, WASHINGTON.

BETWEEN PORTLAND AND CHICAGO

PORTLAND CHICAGO SPECIAL. Sunday, April 22nd, the O. R. & N. will put on a new fast train between Portland and Chicago, via Huntington, leaving Spokane at 7:35 a. m., giving connections for branch lines, and arriving at Chicago in time to make direct connection for 4 points east. The schedule has been arranged so as to reach Chicago in three days, or 12 hours in advance of schedule enroute in effect. The "Special" will carry first class and tourist sleepers, together with a composite car, that is supplied with all the latest publications, library, barber shop, etc.

Canadian Pacific Nav. Co. (LIMITED)

WHARF STREET, VICTORIA. Time Table No. 54.—Taking Effect Nov. 1, 1900.

Victoria to Vancouver—Daily, at 1 a. m. Vancouver to Victoria—Daily, at 1:10 o'clock p. m., or on arrival of C.P.R. No. 2 train.

NEW WESTMINSTER ROUTE. Leave Victoria for New Westminster, Ladner, Lulu and Islands—Tuesday and Friday at 7 a. m. Leave New Westminster for Victoria and Way Ports—Wednesdays and Saturdays at 7 a. m.

NORTHERN ROUTE. Steamships of this company will leave for Port Simpson and intermediate points, via Vancouver, 1st and 15th of each month.

STEAMSHIPS OF THIS COMPANY WILL LEAVE EVERY WEDNESDAY FOR WRANGLE AND SKAGWAY AT 8 P. M.

BARCLAY SOUND ROUTE. Steamer leaves Victoria for Alberni and Southport, on the 1st, 7th, 14th and 20th of each month, extending latter trips to Quatsino and Cape Scott.

The company reserves the right of changing this time table at any time without notification.

G. A. CARLETON, General Freight Agent. C. S. BAXTER, Passenger Agent.

Atlantic S.S. Lines

- (From Portland, Me.) Allan Line—Numidian Jan. 2 Allan Line—Corinthian Jan. 5 Allan Line—Tunisian Jan. 19 Allan Line steamers call at Halifax one day later. Dominion Line—Dominion Jan. 12 (From St. John, N. B.) Beaver Line—Lake Megantic Jan. 4 Beaver Line—Lake Superior Jan. 11 Beaver Line—Lake Ontario Jan. 18 Beaver Line—Montfort Jan. 25 Beaver Line steamers call at Halifax one day later. (From New York.) White Star Line—Teutonic Jan. 2 White Star Line—Cymric Jan. 9 White Star Line—Germanic Jan. 16 White Star Line—Majestic Jan. 23 White Star Line—Oceanic Jan. 30 Cunard Line—Euria Jan. 5 Cunard Line—Servia Jan. 12 Cunard Line—Umbria Jan. 19 Cunard Line—Campania Jan. 26 American Line—New York Jan. 2 American Line—Yaderland Jan. 30 Red Star Line—Westerland Jan. 2 Red Star Line—Kensington Jan. 9 Red Star Line—Noordland Jan. 16 Red Star Line—Friesland Jan. 23 Red Star Line—Southark Jan. 30 Allan State Line—Sardinian Jan. 12 (From Boston.) Cunard Line—Saxonia Jan. 19 Dominion Line—New England Jan. 2

Passengers arranged to and from all European ports. For rates tickets and full information apply to C. F. Reid agent, or A. B. MACKENZIE, City Ticket Agent, Rossland, B. C. W. P. F. Cummings Gen. S. S. Agent, Winnipeg.

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First-Class Sleepers on All Trains From REVELSTOKE AND KOOTENAY LDB. TOURIST CARS. Pass Dunmore Jct. daily for St. Paul Saturdays for Montreal and Boston, Mondays and Thursdays for Toronto. Same cars pass Revelstoke one day earlier.

A POINTER

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For time-tables, rates and full information, call on or address nearest Local Agent, or A. B. MACKENZIE, City Agent, Rossland. A. C. McArthur, Depot Agt. E. J. Coyle A. G. P. A., Vancouver, B. C.



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Table with columns: SPOKANE TIME CARD, ARRIVE, DEPART. Lists various train routes and their schedules.



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WINTER SCHEDULE. Spokane Falls & Northern

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Effectively Sunday, Dec. 25, 1900. Leave Day Train. Arrive. 8:00 a. m. Spokane 6:40 p. m. 11:30 a. m. Rossland 3:10 p. m. 7:00 a. m. Nelson 7:15 p. m.

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Leaves Kaslo daily at 8:00 a. m. Leaves Pilot Bay daily at 9:15 a. m. Arrives Kuskonook daily at 11:15 a. m. RETURNING. Leaves Kuskonook daily at 12:40 p. m. Leaves Pilot Bay daily at 2:30 p. m. Arrives Kaslo at 4:00 p. m.

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.



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Table with columns: Leaves Daily, Spokane Time Schedule, Effective May 15, 1900, Arrives Daily. Lists various train routes and their schedules.

STEAMER LINES. San Francisco-Portland Route. STEAMSHIP SAILS FROM AINSWORTH DOCK, Portland, at 8:00 p. m. and from Street Wharf, San Francisco, at 11:00 a. m., every five days.

R. M. ADAMS, General Agent. W. H. HURLBURT, Passenger Agent, Portland Oregon.

January 3, 1901. Even that application... LUMBER MINING... DR. REYNOLDS OF ASHCROFT TELLS SOMETHING OF THEM... THE RICH MINES OF CARIBOO... MINING REVIEW... Myers Creek Assay Office... THE NORTHWESTERN LINE... Kootenay Railway & Navigation Company... THE FAST LINE... GREAT NORTHERN RAILWAY... NONE BETTER... SOLID VESTIBULE TRAINS... O. R. & N... THE ONLY LINE EAST VIA SALT LAKE AND DENVER... TWO TRAINS DAILY... WINTER SCHEDULE... CANADIAN PACIFIC RY. AND SOO LINE... A POINTER... DR. COOK'S COTTON ROOT COMPOUND... SHIPPING DISASTERS.