MINES AND MINING

What is Going on in.... Shaft, Drift, Stope, Winze, Etc., Etc.

Will Use Diamond Drills.

Mr. John Y. Cole has resigned the position of manager of the White Bear, and has been succeeded by Mr. J. J Warren of Toronto. Mr. Warren is expected here daily from Toronto, and it is thought he will have the workings pumped out and diamond drills put to work exploring for ore bodies shortly after he arrives. It is thought that the Black Bear ledge extends into the Black Bear, and diamond drills will be able to locate it.

The Big Stack at Trail.

Work on the big smoke stack of the smelter at Trail is progressing at the rate of about three feet per day. It has reached a height of 75 feet, and is to go up about 100 feet higher in the sky, and this will take 33 1-3 days to finish it. The reason that the progress is so slow is that in a stack of masonry time has to be allowed for settling so that there will be no danger of its falling down.

St. Eugene Ore for Chili.

The St. Eugene mine has made another shipment of concentrates to Chili. On Wednesday six carloads passed through Nelson from the St. Eugene consigned to the smelter of the Guggenheims in Chili. This ore is mixed with those produced in Chili, because they make a better flux.

Work on the Green Mountain.

On the Green Mountain work continues along the usual lines. The drift on the 300 foot level has been driven for a distance of 175 feet, and considerable ore is being encountered.

The Development of the Juno.

M. S. Logan, managing director of the Juno Mining Company, was in Nelson Wednesday and spent the day on the hill with Charles Parker, the company's engineer. A point was selected forty feet above the Venus line, from which the big 900 foot tunnel will be started. This will give the property the maximum depth obtainable by drifting with room on the group below the tunnel for a dump. The first shot will be fired on Monday, when the permanent camp will be completed and everything ready to proceed with work uninterruptedly. The strong feature of the Juno is that no dead work is required. The Juno vein runs at right angles to the tunnel projected, and intersects the Venus lead on which the drift will be run. By drifting on this lead the company commences to take out pay ore with the first shot, a desirable condition of affairs which is only encountered occasionally. The estimate is that the drift will tap the Juno lead 900 feet in and at a depth of 300 feet, and crosscuts can then be run east and west on the big ledge. The company will employ nine men on the start, and this staff will be increased if it is decided to work three shifts.

A Rare Metal Found.

A remarkable discovery in the ore from the Venus mine has been announced, when it was stated that uranium had been found to exist in paying quantities. Uranium is an element of the chromium group, and is reduced as a heavy, hard, nickel-white metal which is quite permanent. Its yellow oxide is used to impart to glass a delicate greenish-yellow tint which is accompanied by a strong florescence, and the market value is $6 per pound. A well-known Toronto analyst reports that the percentage of uranium is .31, and experiments are now being made to determine if the rare metal can be saved. In this event the Venus property will assume an entirely new complexion.

American Boy Will Ship.

The American Boy group will be added to the list of Slocan shippers this winter. The property has shipped more or less regularly for some time, but the work carried on was exclusively development, and the shipments were of ore taken out in the course of drifting. The mine is now on an excellent basis, and the management has concluded to ship regularly. Negotiations are under way to forward their output to the Nelson smelter. The crew at the mine will be increased to 75 this winter, and as the shipping ore is high grade, the group promises to become one of the best properties in the Slocan. The American Boy is just under the Last Chance, and the latter company has leased the two upper levels of the American Boy to take out ore. The American Boy has made connection with the Last Chance tramway, and is now in a position to bring its outfit to the railroad at a low figure, instead of having to depend on pack animals or rawhiding, as has been the case up to the present.

Will Commence Crushing Ore.

The forthcoming week will inaugurate a new era in the history of the Minnesota Silver Mines, Limited, which is operating the Ivanhoe mine at Sandon, says the Nelson Tribune. The company has a first-class high grade galena property, a large sum has been expended in development, and within the next week their new 100-ton concentrator will commence crushing ore. The property is in shape to ship regularly, and on a large scale, thus making it one of the Slocan's best propositions. The mill was designed by the best people in the mill-building business, and is ready to commence operations. The tramway from the mine to the mill was built by Riblet of Nelson, and is almost ready to carry ore. W. H. Yawkey of Detroit, president of the company, was at the Hotel Phair yesterday, and states that the concentrator will be started next week. When the plant is running smoothly the property will be added to the list of large producers. The output is not definitely fixed, but will be well up to the total capacity of the mill. A large reserve of ore is on the dump, and the crew in the mine is to be substantially increased. Mr. Yawkey leaves this morning on a business trip to Spokane.

Republic Mill Starts.

The new mill of the Republic mine at Republic started to crushing ore on Tuesday. The present capacity of the plant is 200 tons per day, but provision has been made so that the mill can be enlarged to double or treble its present capacity in a short time. It is a most complete mill and it was made especially to suit the ores of the Repulic mine. It is a cyanide plant.

Resuming Work Around Ymir.

Several properties at Ymir have resumed work recently. The Summit-Ymir company has recommenced work on the Summit claim, about two miles north of the Ymir mine, on the north fork of Wild Horse creek. The British Lion Gold Mining syndicate has also resumed work on the Big Four group on Porcupine creek. The tunnel which is being run to tap the vein is within about 30 feet of it.

The Simcoe Mining and Development company has let a contract for the completion of the crosscut tunnel, which is in some 290 feet. The face of the tunnel is in quartz, which is becoming more mineralized as the work progresses.

The Shiloh claim, recently sold to W. Harris of Spokane, representing a syndicate of Spokane capitalists, is being developed with very promising results. The property lies between Wild Horse and Bear creeks, and overlooks the town, about a mile away. It is traversed by an immense vein of quartz, which in some places outcrop with a width of about 50 feet, following a pay streak of about four feet. The ore from this streak carries considerable galena and copper.

WORK ON THE SPITZEE.

It Has Been Resumed Under the Direction of A. Sharp.

The control of the capital stock of the Indian Chief Mining company was purchased a few days since by Mr. Alexander Sharp on behalf of an English syndicate. The property of the company is the Spitzee fraction, located in the southern portion of the city. Some of the ore from an open cut on the surface had been shipped to the smelter and gave returns which were very satisfactory. The work that is being done, under the direction of Mr. Sharp, is the sinking of an inclined shaft. The intention is to sink on the ledge and follow the dip of the ore down. It is thought a mine can be made of the Spitzee.

The Tamarac Tramway.

Mr. B C. Riblet of Nelson, who secured the contract for building the tramway for the Kenneth Mining company, which owns the Tamarac mine, has begun the work of clearing a 100-foot right of way of trees and brush. In the meanwhile the ironwork is being got out at the Riblet foundry in Nelson. The tramway is certain to be finished in the three months allowed under the terms of the contract.

Purchased the Rossland Claim.

Mr. F. R. Blochberger has purchased the Rossland mineral claim. This property is located in the Cariboo Creek section and adjoins the Mountain Meadow claim, which was recently purchased by the Anglo-American Mining company. The Rossland is a promising property, carrying gold and galena. The consideration was $5,000, partly in cash and the balance in stock.

THE WINNIPEG COMPANY.

Capital Stock to be Increased and Stock Made Assessible.

The directors of the Winnipeg Mining and Smelting Company, Limited, have decided to reorganize the company and to make the stock assessible to the extent of 5 cents per share. In addition to this the capital stock is to be increased to from 1,000,000 shares of $1 each to 1,250,000 shares of $1 each. The intention is to use the assessments, which will only be called for as fast as needed, for the purpose of development, and hence they will only be called for at intervals. The additional capital stock will be placed in the treasury and will be sold, when the market is in good condition, for the purpose of providing a larger equipment of machinery when the development has reached a more advanced stage.

In order to show why the reorganization is necessary the directors have the following to say: In February of the present year the mine was shut down by the old management and remained in that condition for three months. About the middle of May, some large blocks of stock having changed hands, all the old directors but two resigned and new ones were elected to fill the vacancies. The new management found the affairs of the company in a very discouraging condition. The mine was by no means proved and much costly development work would be necessary before it could be a steady producer. There was only $648 in the treasury—insufficient to meet the unwatering of the mine alone—and less than 20,000 shares of treasury stock on hand, and its market price the lowest in the history of the company. The management, however, had great confidence in the property, although not unmindful of the difficulties before them in attempting to make a mine without either funds or treasury stock. Some thought of reorganization at that time was entertained, but after obtaining the services of Mr. N. F. Tregear as superintendent and consulting with him, it was finally decided to make a strong effort to make the mine self-sustaining without reorganization. For some months the effort was in a measure successful, but the compulsory development work and the heavy freight and treatment rates were too much for the resources of the Winnipeg in its present stage of development. An important crosscut on the 100-foot level has been run 120 feet, and should be continued, but at every turn the work has been hampered by lack of funds, without which no considerable development could be prosecuted. The Winnipeg ground is considerably broken up above the 300-foot level, and it was very desirable to sink so as to get below the zone of disturbance, but this policy could not be pursued without running the property seriously into debt. Mr. Tregear assures the management that the property promises well on further development, and he strongly endorses the reorganization plans. He is confident that the Winnipeg will make a mine, although he acknowledges that the difficulties encountered have been greater than he expected.

Many of the numerous ledges on the Winnipeg are of low grade—too low to ship profitably to the Trail smelter, where the freight and treatment rate is $7 per ton—where most of the 1,200 tons shipped from the mine were sent, or even to Granby for $5.50, but in December next the Greenwood smelter will give a $4 rate. On the ore the Winnipeg has already shipped a $4 rate would not only have saved the company several thousand dollars, but it would have enabled the shipment of a lower grade of ore, which the $7 rate made prohibitory. At the forthcoming meeting, to which the reorganization scheme will be submitted, a full statement of the company's affairs will be submitted. It will take a couple of months before the reorganization can be fully effected.

Peoria Mines Meeting.

The annual general meeting of the Peoria Mines, Limited, will be held this (Tuesday) evening at the office of Mr. W. J. Whiteside. Important business will come up, and a full attendance is requested.

SILVER QUEEN MINES.

First Meeting of the New Directorate Will Be Held on Saturday Next.

The reorganization of the Silver Queen Mining Company has been completed and the first meeting of the new directorate will take place on Saturday next. The company has been reorganized as the Silver Queen Mines, with a capital of $375,000 divided into 1,500,000 shars at 25 cents each, which are assessable up to five cents. The president is the Hon. George E. Foster, and the vice president the Hon. T. Mayne Daly. The secretary-treasurer is R. W. Grigor, who has acted as liquidator of the old company. The company has just been registered in Victoria.

The object of Saturday's meeting is to make an allotment of the new stock which will be carried out in the usual manner Whether any work will be done on the mine this winter is a question to be determined by the directorate. If it is found possible to commence immediately this will be done. The property is situated on Cariboo Creek, which flows into Lower Arrow lake at Burton City. The mine is well up on the divide, and is consequently somewhat difficult of access. In Burton City it is regarded, and by none more emphatically so than the miners, as one of the best properties in the district. Quite a lot of work has been accomplished with very fair results. There are plenty of cabins and sufficient plant upon the grounds to allow of work being carried on through the winter, if supplies are now taken in and work started at once. A wagon road has been built part of the way up Snow Creek, an affluent of the Cariboo, flowing into the latter stream near the mouth, and it is over this route that access to the mine is most easily gained.

THE ELECTRICAL COMPRESSOR.

Progress of th Work—Completion of the Stone Outer Foundation.

The heavy stone foundation of the new electrical compressor at the Nickel Plate finishes today. The last courses of the rubble masonry are being laid this morning on the wall to the east, the others having been completed. The masonry wall is upwards of three feet thick at the top, and measures considerably more at the footings. The northeast corner is only 35 feet in height, while the opposite corner, the lowest part of the wall, is over 15 feet. The footing at the former corner measures eight feet across. The whole structure is 80x40 feet,, inside measurement. The enclosure is now being filled with sifted rock, which will be tamped down every few feet till brought up within ten feet of the top. On this will then be laid the concrete foundations for the machinery. A double row of anchor bolts have been left in the masonry on the two outer and exposed walls, which will be tied into the stone filling with anchors so as to have the whole massive structure braced in the best way possible.

In the meantime the frame building, which has been substituted for the white brick erection first proposed, because of the lateness of the season, will be immediately proceeded with, the first sills having been laid yesterday. For so substantial a bit of work the expedition which has been used is remarkable, only 16 days having elapsed since the starting of work upon the proposition.

Roseland's Output.

The Rossland Great Western has had its bunkers full for some time past and has been waiting to ship until such time as the compressor foundation, which, during the course of building, had somewhat undermined the railway track, had been sufficiently advanced as to permit of the passage of a train load of ore, the initial shipment of the mine. The condition of the Northport smelter is, however, such that it will be impossible to ship in any large quantity until such time as the capacity has been considerably enlarged. In the meantime so much ore is being opened up in the development of the mine that a staging has had to be erected in order to permit of the formation of a stock pile of shipping ore on the western side of the hoist.

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