

# ROSSLAND WEEKLY MINER.

Per Year \$2.50.

ROSSLAND, B. C., THURSDAY, MARCH 20, 1902

Seventh Year, Number 2

## ADDING TO THE LIST

### Centre Star Ore Sent Down to the Smelter Last Week.

### The Camp's Shipments for the Week Over 7000 Tons.

The shipments from the Rossland camp for the week ending last night are substantially over the 7,000 tons mark. The Le Roi sent out 5,160 tons, the Le No. 2, 1,300 tons, the Centre Star 600 tons, the Cascade 30 tons, and the Velvet 25 tons; total 7,265 tons. This brings the output for the year to date up to 63,133 tons, well within the figures necessary to make the camp's production reach the three hundred thousand ton mark before the end of the year. With the Centre Star continuing to send out ore, and probably increasing its output almost immediately, the weekly output will take another stride forward. The stopping crew at the Le Roi No. 2 has been increased during the week, and this will lead to increased shipments from that property.

#### THE OUTPUT.

The output of ore for the week ending March 15 and for the year to date is as follows:

Mine.	Week.	Year.
Le Roi.....	5160	50,853
Le No. 2.....	1300	11,450
Cascade.....	30	300
Bonanza.....	30	300
Velvet.....	25	250
Centre Star.....	600	690
Total.....	7265	63,133

#### INCREASING OUTPUT.

The Le No 2 is preparing to increase its daily output of ore. A section of the crew has been transferred from the development to the stopping forces, and the next few weeks is likely to see a substantial increase in the output of the No. 1 and Le Roi mines. The new ore body on the 700-foot level is being opened up steadily, and ore is being taken therefrom for shipment in considerable quantities.

#### THE LE ROI.

The ore shipments from the Le Roi during the week were somewhat less than was expected, but the present week will see the advance in tonnage predicted for last week. Nothing of special interest has occurred in connection with the operation of the big main shaft and on the 1050-foot level is proceeding steadily, and the stopping and development operations elsewhere in the mine are being carried along as usual.

#### THE NICKEL PLATE.

In the Rossland Great Western company's mine the work of development in the lower levels is being pushed ahead steadily. The company has a long program of development ahead of it.

#### ON TWO LEVELS.

Development is still being carried ahead on the 400 and 500-foot levels of the Kootenay mine. No changes have been made in the force, and good progress is being made with the respective drives.

#### SHIPMENTS COMMENCED.

The Centre Star is at last on the shipping list again, and the output has been at the rate of four thirty-ton cars daily since operations were resumed. It is regarded as probable that this will be increased at an early date to ten cars daily or thereabouts. While the shipments are of marked interest locally, the management of the mine is still devoting its attention principally to the development of the deep workings, and good progress is being made in the shaft and the horizontal workings at the 700-foot level recently got under way.

#### DIAMOND DRILLING.

The extensive program of development and exploration marked out by the War Eagle company has been started, and one of the first features to take effect is the placing of a new diamond drill crew at work in the lower workings. The week has passed without incident of special interest at the mine.

#### TAKING OUT ORE.

The drift on the 100-foot level of the Spitzee is being carried ahead through the ore body recently found in place, and the ore extracted in the course of driving is being conserved for shipment when sufficient is accumulated, without requiring stopping operations.

#### HIGH GRADE ORE.

No statement has been issued as to the values carried in the ore now being shipped from the Velvet mine to the Nelson smelter, but the report of those who have examined the ore in transit is that it appears to be exceptionally high grade. Owing to the cost of placing the ore aboard cars at Velvet siding considerable care is being exercised in the sorting of the material at the mine.

#### WORKING WELL.

The pumping machinery recently installed at the Abe Lincoln mine for the purpose of clearing the workings during the season of excessive moisture is working most satisfactorily, and will

enable the work to proceed without interruption from water. The drifts north and south of the shaft on the 200-foot level of the mine are being carried ahead steadily.

#### WHITE BEAR.

No change has taken place in connection with the development of the White Bear mine. The shaft is still being carried down, and an excellent rate of speed is being made.

#### NEW CHIEF JUSTICE.

He Takes the Oath and Enters Upon His Duties.

#### (Special to the Miner.)

VICTORIA, B. C., March 18.—The new chief justice, Mr. Hunter, was sworn in today privately at his own request by Judge Walkem, only the deputy registrar also being present. The Liberal executive appointed at the late convention met this morning and adjourned till 3 o'clock tonight. The members are sworn to secrecy. There seems no reason to doubt that the portfolio of provincial secretary is being kept open for MacInnes, though the appointment may not take place till the session is over.

## MINING ON THE COAST

### IS SHOWING ACTIVE SIGNS OF REVIVAL IN THE NEAR FUTURE.

### YOUNG AUSTRALIAN GROUP IS A COPPER-GOLD PROPOSITION.

#### (Special to the Miner.)

VANCOUVER, March 15.—Mining on the coast is showing signs of reviving. Today it was announced that the Young Australia group of mines on Phillips Arm had been bonded by Americans for \$35,000. It is the intention of the bondholders to push development work. The deal was put through by W. A. Bauer, P. L. S., who is well known, not alone on the coast, but in the Kootenay.

The Young Australia group is a copper-gold proposition. Assays of samples from the property have given a value of \$100, but of course that is not the average. The development work is expected to show, however, that the property will turn out to be of no mean grade.

Mr. Bauer reports that he has had a number of enquiries concerning property on the coast and looks for a busy season in this region. It is possible that not a few options may be made within the next few months. And it is remarkable that here, as in the Kootenay in early days, Americans are the people to get in on the ground floor.

## A FIRE AT HOBOKEN

### STEAMSHIP BRITISH QUEEN WAS TOTALLY DESTROYED—LIGHTERS BURNED.

### REPORTED LOSS OF LIFE OF MEMBERS OF THE CREW.

NEW YORK, March 18.—The pier of the Phoenix line in Hoboken was destroyed by fire tonight. The steamship British Queen was totally destroyed, several lighters burned, the fire threatened the Campbell store and for a time it looked as if the flames would reach the Holland-American line docks. The Maasdam, of the latter line, was towed safely into the stream. Men who were on the docks and on the British Queen when the fire started asserted that the chief engineer of the British Queen is unaccounted for.

The fire started at 8:34 o'clock near the end of the Phoenix pier, nearest the North river, among cotton bales with which the pier was covered. The flames ran in all directions until the whole structure, which was a wooden one, surrounded by a frame shed, was enveloped.

The steamer British Queen, owned by the Phoenix people, was tied to the south side of the pier and the flames leaped to the upper decks. These decks were covered with cattle pens, which being built of light timber, were the means of at once spreading the fire over the steamer. There was no chance to cut her loose from her berth until about 11 o'clock, when tugs laid hold of her and got her into midstream. Her crew had a narrow escape.

At midnight rumors were revived that there had been loss of life by the fire. The stories come from the mouths of longshoremen, who claimed to have seen from 12 to 15 men struggling in the water alongside the pier when the fire started. Whether they got safely out or not could not be learned.

The quartermaster of the Queen said some of the crew of that vessel were asleep in the forecastle when the fire broke out, and if this was so, might not have escaped, as he did.

#### GRAND TRUNK AND C. P. R.

MONTREAL, Que., March 18.—The Grand Trunk railway has placed a 25,000 steel rail order with an English company and the Canadian Pacific a 30,000 ton order with a German firm.

## RAILROAD TO VELVET FROM THE CAPITAL

### WILL MEAN THE OUTLAY OF AT LEAST HALF A MILLION.

### IS NOT THOUGHT THAT THE C. P. R. HAS ANY SAY.

The telegraphic announcement from Ottawa that the bill providing for the charter for the Velvet railroad had passed the railroad committee means that the initial steps in regard to the projected road have been completed satisfactorily, and that there is no legal bar in the way of construction. The manner in which the proposition has been pushed ahead seems to indicate that some one desires the charter badly, and there is much local speculation as to what lies behind the scheme.

Many Rosslanders are curious as to the identity of those who are securing the charter for the Velvet railroad. The names of the incorporators are given as George Brooke Mac, Frederick Harman, Alexander Davidson and Henry Frisby of London.

The recent reports as to the financial condition of the Velvet mine would not appear to admit of an undertaking such as the suggested railroad, involving as it would an outlay of no less than half a million at least. It is not thought that the Canadian Pacific railroad has a finger in the matter, as that road once held, and probably still holds a charter to construct a road between Rossland and the Velvet mine. This charter was obtained three or four years ago, when the present Velvet company took hold of the property, and it is a decided boom in the Velvet and other mines in the same district.

F. W. Peters, now assistant general freight agent of the Canadian Pacific, took out the charter, but a report obtained on the district by an expert detailed for the work was not satisfactory enough to induce the Canadian Pacific to go ahead with the scheme.

In this connection it is worthy of notice that the charter just passed by the railroad committee at Ottawa calls for the construction of a road from Rossland, not only to the Velvet, but beyond to Sheep creek. It is possible that the extension may be the special feature, and that to obtain it the Canadian Pacific has made the application for an entirely new charter, although the deduction is weak, for obvious reasons. The only other interest that would be likely to go into the proposition seems to be the Red Mountain road parallel the proposed line at a distance of a mile or two and there seems to be no reason for believing that they would go to the expense of building a new line when their existing system serves the same territory. Neither the charter nor the competing with the Great Northern would reap advantage from the suggested Velvet road, for their charter simply lands them in Sheep creek valley at a point near Sheep creek station on the Great Northern system.

The application for the charter is worded in the following manner: "An Act to incorporate the Velvet (Rossland) Mine, Limited, and authorizing the said company to construct, maintain and operate a railway of either standard or narrow gauge to be operated by either steam or electricity from a southwesterly direction to a point east of the mines of the above named company situated on the west side of Sophie mountain in the Rossland mining district, and thence in a southerly and southeasterly direction, or by the most convenient route to a sheep creek intersection with or near the Sheep creek railway at or near Sheep creek, being about thirty miles, more or less, and also with power to build, maintain and operate telegraph and telephone lines for the use of the public along the said railway, and with such other powers and privileges as may be necessary for the attainment of the above objects."

#### FOR BURIAL OF MCKINLEY.

Hanna Will Ask Congress for an Appropriation.

NEW YORK, March 14.—A dispatch to the Tribune from Washington says: It is expected that when Secretary Cortelyou returns next week from Canton, for which place he started this evening to visit Mrs. McKinley, he will have all bills caused by the illness, death and burial of the late president in hand and will be ready to present an itemized account to Senator Hanna, who will introduce a bill for an appropriation to defray these expenses.

How much the account will amount to is not known within \$50,000 or more, though that it will exceed several hundred thousand dollars there is no doubt. It is not believed that the charge of any of the attending surgeons and physicians will be exorbitant, as was the case when congress volunteered to pay the doctors who attended President Garfield, and therefore, it is thought all the bills presented will be paid without question.

It is understood that Senator Hanna has been giving the matter his personal attention for the last month or two, and he has given everybody connected with the case to understand that no excessive charges or fees will be considered.

#### METAL MARKETS.

LONDON, March 18.—Lead £11 10s. NEW YORK, March 18.—Mexican dollars 43-4, bar silver 54-2. Copper dull at 121-8@123-8. Lead quiet, 41-8.

## MR. SMITH CURTIS IS ONCE MORE TO THE FRONT.

### MR. EBERTS REPLIES AND EXPLAINS CERTAIN POINTS.

### (Special to the Miner.)

VICTORIA, March 17.—Mr. Curtis scored the ministry on the Rossland strike matter, which had been referred to by Col. Prior in his speech. Curtis charged the government with interfering to prosecute men for trivial offenses and employing special constables to do so, while refusing to prosecute the rich Le Roi company for breaking the law, although asked to by the miners.

Eberts replying, said the men asked him to prosecute under the Alien Act, which was the Dominion statute, and the penalties collected under it went to the Dominion revenue, while in the other case he was merely prosecuting under the criminal law, it having been reported to him that a lot of men were harassing a poor boy in Rossland.

Curtis asked if the corporation of Rossland was not able to enforce the law within its own boundaries, and Eberts said he knew political capital would be made of it but would enforce the law against any rich or poor man who broke it.

Curtis urged cancellation of the two per cent. mineral tax, and criticized the principle of excluding Orientals while voting against Helmecken's resolution to enact the anti-Mongolian law.

Eberts said the government would support Helmecken's bill when it was reached.

As soon as the debate on the address adjourned the house rose, the government evidently not having the redistribution bill ready nor the railway contract. It is said the latter has fallen through owing to the American partners and Dunsmuir refusing to part with their interests in the E. & N. for two million in bonds, insisting on cash.

## WIRELESS MESSAGES

### SEVERAL DISPATCHES SENT AT SHORT RANGE FROM SHORE.

### SUCCESS OF THE MARCONI EXPERIMENT WOULD SEEM ASSURED.

### DETROIT, Mich., March 18.—The first message received from the city of Detroit by wireless telegraphy was at 11 o'clock while the vessel was still in the river off Grassy Island. It said: "Everything working nicely," and was signed by the operator aboard the ship in the river. A second message was sent as the steamer was passing out into the lake. It said: "We are meeting some ice. A good brisk wind is blowing." At 12:20 a message dated, "On Lake Erie," reported that one of the wire screens used in connection with the telegraph instruments on the steamer had been blown away. This afternoon General Passenger Agent Schantz received the following: "Lake Erie, 2 p. m. Making good headway. Encountering no ice."

#### LONGEST ON RECORD.

Colonist Train Over Quarter Mile Long With 528 Home-Seekers.

WINNIPEG, March 18.—Today's train from the east was in three sections as far west as Fort William, but the two last were consolidated into one section there.

The first section arrived here about 2 p. m., and it had on board in addition to the ordinary passengers, about 100 home-seekers, and the second, which was the largest train that ever arrived in the city, had on board 528 settlers, including 55 children. The train consisted of 12 coaches and was about a quarter of a mile in length. The destination of the bulk of the settlers was arranged before they left the east.

The following list, which gives the numbers going to each place, will show that they are to be well distributed. The destination and numbers are as follows:

Winnipeg 44, Brandon 11, Deloraine 9, Indian Head 6, Carman 10, Swan River 1, Dauphin 3, Holland 5, Calgary 19, Vancouver 23, Clearwater 1, Boissevain 2, Elva 5, Whitehead 2, Treherne 7, Carman 1, Grayburn 2, Crystal City 6, Emerson 3, Melita 7, Alameda 2, Mountville 3, Rochford 1, Nings 1, Medicine Hat 2, Rapid City 1, Grenfell, 1, Yorkton 1, Coldwater 1, Neepawa 5, Moosejaw 14, Pincher 6, Souris 10, Golden 1, Holfield 2, Reson 2, Pilot Mound 4, Mather 1, Nipawin 1, Alton 4, Caron 1, Edmonton 2, Hartney 3, Cartwright 2, Balmoral 2, Stonewall 1, Lethbridge 1, Oxbow 2, Innisfail 2, Roland 2, Elgin 1, Estevan 1, Gainsboro 5, Lauder 5, Manitou 4, Portland 2, Regina 20, Strathcona 3, Ferry 7, Trail 2, Medicine Hat 4, Carberry 7, Snowflake 6, LaCombe 5, Elk Horn 3, Qu'Appelle 2, Russell 5, and Portage la Prairie 2.

H. W. Vance, contractor at the Le Roi mine, has recovered from his recent illness and resumed the direction of his contract in the shaft and drifts at the 1050-foot level yesterday.

## DEPARTMENT OF MILITIA.

### Report Has Been Presented to Parliament at Ottawa.

### (Special to the Miner.)

VICTORIA, March 18.—An Ottawa special says: The report of the militia department has been presented to parliament. The major-general deals with the inefficiency of a permanent corps from an instructional standpoint. He says the cavalry should be increased by four officers, 12 sergeants and 60 men; artillery by four sergeants and 78 men and the infantry by 18 officers and 402 men of other ranks. He claims that this is absolutely necessary if the efficiency of the militia is to be taken up to the maximum permanent force at 1500 men, almost double its present strength, and the 3rd company of garrison artillery. He states that the Kingston military college is giving satisfactory results.

## IN GREENWOOD CAMP

### SALE OF MINERAL CLAIMS INVOLVING CASH PAYMENT OF \$50,000.

### SITUATED NEAR GREENWOOD AND ROCK CREEK RESPECTIVELY.

### (Special to the Miner.)

GREENWOOD, B. C., March 17.—It was announced here on Saturday afternoon that a deal involving the sale of two groups of mineral claims, situated near Greenwood and Rock Creek respectively, had been closed. The price has not been made public, but it is generally understood to be about \$50,000 in all, and that a large cash payment has already been made. The purchasers are Stephen H. Jones and S. Ely of Duluth, Minnesota, for themselves and other capitalists with whom they are associated in this enterprise. The properties they have purchased are the Arlington-Burns group, in Deadwood camp, about two miles from Greenwood, and the Riverside group, on the main Kettle river, about four miles above the confluence of Rock creek with that stream.

The Arlington-Burns group consists of the two claims named. They adjoin the Buckhorn and lie about half a mile south of the Mother Lode and Sunset mines. It has long been claimed by prospectors interested that all these claims are in the same mineral belt, but this contention has not yet been proved, for the reason that sufficient development work has not been done to demonstrate that the big ore bodies opened up on the Mother Lode and Sunset continue across the gulch in this connection. It is considered promising and significant, though, that the general characteristics of much of the surface mineralized rock found on the claims on both sides of the intervening gulch are similar. The late E. A. Blenbergh did a lot of trenching and other surface prospecting on the Arlington and Burns and exposed in some of the open cuts much rock freely mineralized with iron and copper, but as the deepest prospect hole sunk on these claims is only 43 feet in depth the occurrence here of a permanent ore body has not yet been proved. Bunches of gold-copper ore of good grades were, however, met with in the underground workings of the adjoining Buckhorn, and since the surface indications are strong and distinctly favorable there seems to be good reason to look for the eventual discovery on this side of the gulch of ore in sufficiently large quantities to make it well worth while to extensively develop the Buckhorn, Arlington, Burns and several other claims that lie in close proximity to them.

The Riverside group comprises the Riverside, (which is crown granted), Emmeline and Badger fractional claims. The wagon road from Rock creek up the main river and the west fork passes close by, and the line run by the surveyors of the route of the proposed Midway-Yernon railway also touches the group, so that the claims are always accessible by wagon road, the grade of which down to the Midway railway station, distant about 16 miles, is generally easy, and, too, there is a prospect of the railway being constructed ere long. It is stated that about \$5,000 have already been spent in development on the Riverside and Badger, and that this work has proved along a distance of 500 feet the existence of a vein of high grade silver-gold ore varying in width from one foot to five feet. About 1,500 tons of ore have been blocked out, and assays have yielded returns from values chiefly in silver. The sample assayed of a carload shipped to the Granby smelter is given as \$31, whilst that of another car, sent to the B. C. Copper company's smelter at Greenwood, returned \$41 per ton.

The sale of these properties at the present time, when confidence is being restored, notwithstanding the reduced price of copper, that the leading mines of the district will continue to maintain a large output of ore, is regarded locally with much satisfaction, particularly since the successful completion of the deal interests in the district men from a part of the disaffected group, so that the leading mines of the district will continue to maintain a large output of ore, is regarded locally with much satisfaction, particularly since the successful completion of the deal interests in the district men from a part of the disaffected group, so that the leading mines of the district will continue to maintain a large output of ore, is regarded locally with much satisfaction, particularly since the successful completion of the deal interests in the district men from a part of the disaffected group, so that the leading mines of the district will continue to maintain a large output of ore, is 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