The PROSPECTOR.

VOL I. FORT STEELE, SATURDAY. NOV. 23rd 1895. No 3.

PLACER.

The INVICTA GOLD MINES, Limited.

This is the title of the English Company, engaged in hydraulic mining on Wild Horse Creek, B.C, The property consists of about amile and a quarter of hill diggings on the North West side of the creek, also extensive claims on the South East side of the creek. There is three excellant ditches on the property, the largest being five miles long and carries 1.500 inches of water. At the intake of this ditch is a dam sixty feet high, which has just been completed by Mr . David. Griffiths whose capabilities in this line are too well known to need of any comment.

The gravel consists of about 60 feet of top loose gravel, 30 feet of red gravel, and 40 feet of a blue cement. all of which contains gold in paying quantities. unde these and laying on the bed rock, (which is Chloritic Slate) is a body of yellow river washed gravel, which bears evidence of being very much waterworn. and now occupies what is known as the old channel.

During the past year, the ground has been worked on a small scale with a 15 inch pipe, with eleven inch branches to the giants, under a pressure of 375 feet head. these having proved too small. an order has been placed with a San Francisco firm , for the purchase of a twenty inch pipe, and three new giants. these will be at the mine early in the spring. Large results are looked for, from these pipes, and giants, and there is no doubt that if properly managed, A good olean up, will be the result.

The gold is coarse, and nuggets of eight and nine dollars is common. The largest peice taken out during the past season, weighed about eight and one half ounces, valued at $ 150.
The placer diggings in Wild Horse was discovered in 1864. and have been worked incessantly both by whites, and chinese, and altogather it is estimated that $17.000.000. has been the result of this vast amount of labor. There still remains a vast amount of gravel unwashed, which will take many years of hard work to exhaust. Tth The mining season is a long one, it generally opens in March, and work can be carried on until the last of November.

The estimated amount of gold taken out each season, of late years has been about $ 50.000.

But during the coming season, it hoped will prove an exception, and $100.000. would not be a surprise to the owners considering the improved machinery that the Company are now putting in.

Ore brought in from the North Star Mine, this is away up in silver, only 265 ounces.

Next week we will issue a map of the Dibble Group

READ the PROSPECTOR.

THE DIBBLE GROUP BONDED.

About the 1st of Nov, Mr. Wm. Sprague got an option on the Dibble Group of Mines, Mr. Sprague went to Montana, where He enlisted a Mr Thos.Chism of Helena, to accept a half interest in the bond. Mr Sprague completed his arraimgments, and on Thursday arrived in Fort Steele . He will commence work at once on the property. The bond is $25.000 and runs for one year, He is to do at least $5.000 of development work during the coming year.

The bond allows him to ship ore, and the net proceeds to apply on the bond.
It is evident that Mr Sprague has a good mine. and He is at present trying to arraing abond on the Sullivan Group of Mines.

ENTERPRISE.

A petition was passed around town yesterday , and quite a large sum was subscribed in a short time. It was the purpose of making a snow road to Tobacco Plains. This road will be a great convenience to Fort Steele, as a large amount of supplies can be brought in that way.

WANTED. WANTED, WANTED,

Wanted a Railway to haul 30.000 tons of ore from the Fort Steele District. B.C. during the coming year.

Messers, Dempsey, and Grassick got their tools,but did not get the thief.

Two individuals under the influence of skookum water,stood on the main street,talking fight. one got it on the jaw. the other on his ear.

DONT forget the Mining Associations meeting on the 30th of Nov.

Tom.Roberts,and Billy,Haupt have taken their winter supplies to the Moyea.

The wind blew at the rate of 40 miles in an hour this morning, It was all about a pair of pants.

There is a rumor that Capt, Armstrong is about to build another steamboat, We trust that He will.

What we want, and what we need is a weekly mail.

James , Brown will take an outfit to work on the on the new road to-morrow.

There was 140 mining locations recorded in this district, so far this year.

The PROSPECTOR,

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A.B.Grace, Manager.

Subscription $1.50. per Annum.

PROFESSIONAL.

J. Maclean. Physician and Surgeon.

Thos. McVittie. P. L. S. & C. E.

H. L. Cummins. P. L. S. & C. E.

FORT STEELE MINING ASSOCIATION.

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O.S.Frizzel.	Vice President.
R.D.Mathers	" "
H.W.Barnes.	" "
Wm.Carlin.	Treasurer.
Thos. McVittie.	Secretary.

ll possible information, will be furnished by the association upon application to

Thos.McVittie Sec.
Fort Steele,B.C.

The North Star Co is still taking out 265 oz ore.

There is no doubt of the future prospects ofthis Dristrict. We have a mineral wealth that is unsurpassed, We have a Territory that has not been prospected to any great extent. We have minesthat are developed and proved to be rich in mineral.

We have all that is requsite to make a rich and prosperous mining camp. But for want of means of transport, all this vast mineral wealth is idle There will be several thousand tons of ore ready for shipment in the spring, And only two small steamboats to transport it, and all they can possibly handle is about 135 tons in a week. And it would take six months to handle what ore the North Star Co, will take out this winter. Then there is the StEugene with several thousand tons more, the Dibble Group, and the Wallinger property on Elk River, The Sullivan Group, all could ship ore, were it possible to obtain transportation.

Dont forget that the Fort Steele Mining Association will hold its regular meeting on Saturday evening Nov 30 th.

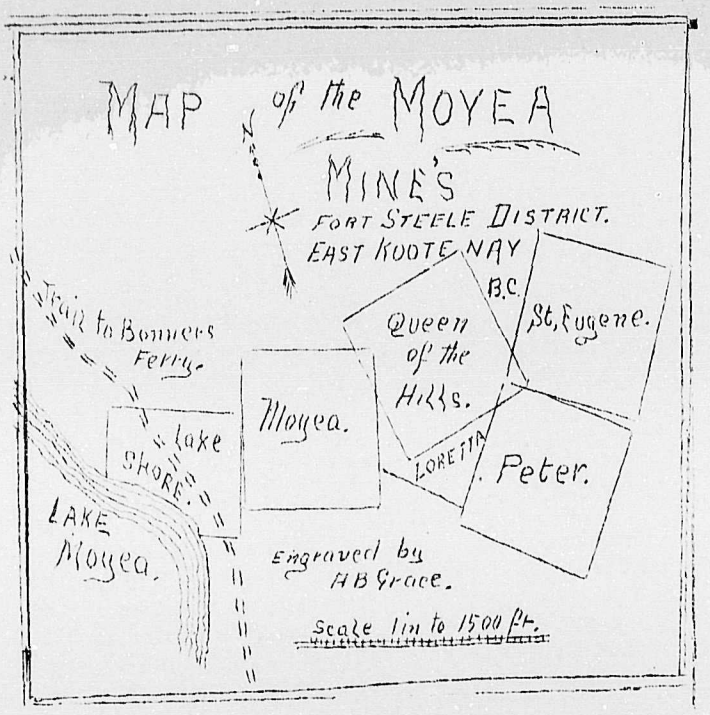
The value of ore shipped from the mines of and smelters in southern Kootenay so far this year is $1,811.350.

The Cliff mine, and the St,Elmo has been sold to an English syndicate, the consideration is $150.000 These mines are in the Trail Creek district.

After 29 days run , with 2.500 inches of water, the clean op of the sluices on the Cariboo has been completed, the result being a cone of gold weighing 2.435 ounces and valued at $41.857. The run of the Horsefly resulted in 1.151 ounces valued at $26.000. The whole world has been watching these mines, and this is a splendid indication of the wealth they contain.

METAL QUOTATIONS.

Silver 67.7/8¢
COPPER, $11,75,
Lead $3.25.-



This group of mines is situate on the East side of the lower Moyea Lake, distant about thirty miles from Fort Steele. The old pack trail to Bonners Ferry running across one of the claims.

The first locations namely the St,Peter and St,Eugene were made by the Rev,d Father Cocola and James Cronan on information gained from an Indian who had discovered the ledge while on a hunting expedition. The Queen of the Hills and the Moyea were staked off shortly afterwards by Messers A.L.Hogg and F.Houghton, the Lake Shore was located by C.Farrel and others in the fall of the same year.

The ledge was first discovered on the St,Eugene, where a large body of Galena was exposed to sight on the precipitous side of a cliff near the top of the mountain, about 3.000 feet above the surface at the lake, from this point the ledge can be traced down to the waters edge. Quite a lot of development work has been done on the various claims, on the St,Eugene property Messers Finch & Cronan have at present about fifteen men employed taking out ore for shipment next summer.

The lead is about ten feet in width, and assays 54 ounces in silver and 65% lead. Mr Cronan says that He can take out 14.000 tons of ore in the coming year.

On the Queen of the Hills, Moyea, and Lake Shore tunnels have been run in stricking the Galena. The ledge on these claims have the same width, and assays the same as the St,Eugene. The country rock is slate. These claims are very advantageously situated, for in all probability in the near future, the B.C.Southern R.R. will run across the close to the shore at the lake.and the veins lay in such a manner that the whole mineral deposit can be worked from a tunnel running in from the foot of the mountain, so that the ore can be dumped right down along side the railway.

We believe it is the intention of the owners of the St.Eugene to construct a wagon road from the head of the upper lake to a point on the Kootenay River near Fort Steele, so as to enable them to ship their ore next summer, and if they do so, there is no doubt but that the other mine owners in the vicinity will follow suit. These other claims have been handicapped for the last two years in consequence of a lawsuit respecting the ownership . but now judgment having been lately given there is nothing to prevent the owners from going ahead and developing their property, and there is not much doubt but that next year will see a busy mining camp along the shore of Moyea Lake.

⇒ THE PROSPECTOR ⇐ SATURDAY NOV. 23rd 1895.

THE COAL FIELDS OF EAST KOOTENAY.

The coal fields in the East Kootenay District, in what is known as the Crows Nest Pass. Lies in a south easterly direction from Fort Steele, a Distance to the nearest available coal about 60 miles. These coal fields in the near future will have a world wide reputation both on account of the quality and quantity to be extracted are without doubt the best coal fields in America.undeveloped.

The western outcrop of the field is on the side of a mountain in the valley of Elk River " one of the largest tributaries of the Kootenay River," on the eastern side and the coal seams have been traced a distance of 40 miles, with surface cross cuts made at intervals showing the seams and walls, The lowest known seam is some 1.500 feet above the drainage level of the valley, and is 30 feet in thickness. 100 feet higher there is another seam 30 feet thick, then comes a seam 15 feet thick, then a small 3 foot one, then a 7 foot one, then another 30 foot seam, And above these are 5 more workable seams from 4 to 10 feet in thickness. Eleven seams in all making a total of 148 feet in thickness of coal exposed. These seams dip with the mountain easterly at an angle of 30 to 35 degrees, the upper seams having the least dip.

There are three large creeks cutting this coal field, and the seams are exposed on the banks of these creeks, And openings can be made to mine the coal without much preliminary expense. The cuts made by the creeks being more valuable than so many tunnels to prospect the coal because there is room to operate the mines on both sides of the creek, And the mines are proved to be permanent without any cost, in fact nature did the prospecting. In addition to the coal on Elk River, further east on Martins Creek, and other tributaries of Michell Creek " which is a large fork of Elk River " there is another large body of coal, above the Elk River field, but of smaller area, a great amount of the field having been carried away by natural causes thro, the different ages since the coal was formed.The aggregate of the depth of the seams of coal in the upper basinis some what more than on Elk River. So that if a shaft be sunk thro, the whole field, there would be found 300 feet feet of coal in workable seams. It would be hard to find another field of coal with as much coal to the acre, and so easy and cheap to work.

The eastern outcrop of this field, is near the summit of the Rocky Mountains, the average distance from western crop being10 miles. Showing a coal field 40 miles North and South, by 10 miles East and West. And an area exceeding 250.000. acres.

The coals in this field differ, owing no doubt to the different ages of the coal there being three different qualities. The lower seams are Anthracitic in their nature, whilst the upper seams are the Bituminous coals. In between , both above and below the Bituminous coals , are a number of seams of coal different from anything heretofore known it is somewhat similar to cannel coal, but superior to any cannel known.

These coals have been analysed and tested by different parties amongst them was Prof, Hoffman, Govt, assayer at Ottawa, for the Geological Department. And the results as shown in the Department reports prove that these coals would lose nothing by comparing them with the best coals of the same varity in Pensylvania. Owing to their position these coals can be mined at a small cost, and can be placed on cars ready for shipment at $1.25. per ton. And with ordinary freight rates can be placed on all the western markets to compete with any and all of the coals now used.

We predict that the quality and cheapness of these coals when once developed will astonish the western mining population. It is now eight years since this coal field was discovered, and a very pertinent question to be asked is why if this field is so valuable? it has not been opened up before this. The only answer that can be given is that the Company formed to work this field and whose money and enterprise have made its value known to the world, Have met with the most determined opposition in all their efforts to raise money to build a Railroad thro, the Crows Nest Pass from a Comoany (C.P.R.R.Co.) Who, owing to want of means is unable to build the road, yet by their financial connections able to block the way for others. And at the same time sending out millions of dollars to the United States which would be kept in Canada, if these coal mines were developed, and transportation afforded to the mines of East and West Kootenay.

WHY WE KICK.

During the last 20 or 30 years, the exports from East Kootenay have not required great transportation facilities, in as much as they could be classed under one head. "" Gold, " which, of course needs anything but economical and expeditious transport. This state of things is rapidly altering and consequently means of transport should endeavor to keep pace with the times; The great question being, which is the most economical means, which is the most advantageous route for this entry of commerce to take.

Situated as we are, in a narrow valley, with at present , only one means of transport, and that by water and this only available to the North and to the South. the latter route should not be hard to choose; But this is just where the rub comes; to the south we have an unlimited market, but are unable to take advantage of this, on account of the Government persisting in refusing to improve the river, so giving us several months more of navigation, for the paltry reason, that it also benefits the United States; to the North, we have no market, and less transportation;

But a paternal blessing from the Government for assisting home industries (which are conspicuous by their absence as far as mining is concerned.) Why should this country be retarded and kept back by Government in order " not to benefit the States"; if this fostering Government is so anxious to help this country and declines us means of transport, Why does it not build a custom smelter. We hear of experimental farms, Orchards, Dairies,kept for the benefit of the Agriculturist, why not build smelters for the benefit of prospectors, and mine owners. The Government saw fit t expend a large sum of money to improve the Columbia River from Golden to its source, which has done but very little, if any good to this section. and now when the idea of improving the Kootenay, with an absolute certainity of doing a work of great importance is brought up, they put forward the aforesaid paltry excuse as the reason for not so doing; it savours a great deal of cutting off one,s nose to spite one,s face.

We have heard , of course, that private reasons underlay this refusal to improve the navigation, but we do not want to take them into account, as "hearsay" is not dependable, but it must seem strange and beyond comprehension to visitors,why the Government does not take every means in its power to afford ordinary facilities of transportation to a country of such great promise of mineral wealth, by helping us now we should be in position in a few years to help ourselves , to need help from no one, in fact self supporting, beside paying more than our share towards Provincial expenses.

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