

nize the merits of this rock, and Mr. Hall, an expert, who is manager and vice president of the company, was dispatched at once to the quarry to see how much of it Mr. Hodson had. He was evidently satisfied, as he at once made a contract with Mr. Hodson to take the agency of the rock for every place in the west, with the single exception of Bozeman, which will be supplied by Mr. Hodson. A crew of men has been put to work on the quarry, roads are being built to it, and in a few days the stone will be taken out in vast quantities. These two quarries, so close together, will open up a big industry and Bozeman will add another important item to its list of resources.—*Bozeman Chronicle*.

ONE OF BUTTE'S MINING ENTERPRISES.—Of the famous Boston & Montana Company, which is about to erect a new smelting plant at a cost of \$750,000.00, the *Inter-Mountain* says: One of the great mining enterprises of the Pacific coast, which only a few years ago was a comparatively unproductive, obscure and badly managed group of prospects, is the Boston & Montana. With an insufficient plant, in almost constant need of repairs, it has already achieved a dividend record of half a million dollars. It owns two miles of mineral bearing ground, embracing some of the biggest copper mines in this or any other country. On one end of the company's possessions is the Mountain View, with a shaft already eight hundred feet deep, and on its way with a full machinery equipment to the two thousand foot station. On the other end is the Colusa, also eight hundred feet deep, and having a productive capacity capable of supplying the smelter of itself. Of the magnitude of the Mountain View not a dozen men in Butte have a definite conception. It is traversed by three veins, whose aggregate width is not less than two hundred feet, all mineralized and showing in many places veritable bonanzas of copper-silver ore. It is one of the greatest mines of the world, and as its productive capabilities are understood, the intention of the company to erect a reduction plant which will in the end cost not less than \$1,000,000.00 ceases to be a matter of wonder and becomes a cold and legitimate business proposition. Between the Mountain View and the Colusa are the West Colusa, Clark's Colusa and Liquidator, all owned by the same concern, in an active state of development and showing the same width and character of ore as are characteristic of the rest of the great vein system upon which they are located. To the northeast are the Buffalo and Auraria, recently acquired by the company, and now undergoing exploration with excellent results. The fact that the Boston & Montana produced last month about two million two hundred thousand pounds of copper is no criterion of the capacity of the company's mines. It is simply an evidence of the inadequacy of its smelting facilities.

VALUABLE SILVER DISCOVERY.—A story of the discovery of a rich silver mine in Alaska, recently published, says that a year ago a party of miners who had explored the southern coast and rivers of Alaska extensively, without much profit, determined to make a trip around the southwest corner of that territory and proceeded up Norton sound to the mouth of the Yukon river, a region bordering on the Arctic circle, and which wears the white coat of winter nine months of the year. When nearing the mouth of the Yukon, up which they intended to sail, their single sloop was driven by tempestuous winds into Norton bay, an inner arm of the sea. The adverse wind proved, however, very fortunate, for a landing was made at the head of the bay, and the party proceeded to prospect the surrounding country. They had barely commenced operations when rich traces of silver were discovered. The find was made in June

and the entire party set to work with a will to collect as much rich ore as they could extract with their incomplete stock of tools, and as much as could be put aboard their sloop. By the time, however, that the craft was loaded with three hundred sacks of ore, the end of the short summer was rapidly approaching. The party had set sail on their return but a few days when a storm arose, in which the vessel was wrecked and all hands perished. A few weeks after the accident the United States survey cutter, returning from the Behring sea, was informed by Indians of the wreck of the sloop, and immediately repaired to the scene in hopes of aiding any of the miners who might have survived the catastrophe. As no trace of the unfortunates was found, a number of sacks of the ore on board the sloop were taken aboard the cutter and finally landed at San Francisco, where it was reduced and valued at \$400.00 per ton. An engineer from the government boat who heard the story of the wreck from the Indians, and who possessed information of the locality whence the ore was obtained, has induced a party to go to Alaska to attempt to locate the rich mine, which, if developed, must add much to that already great producer of precious metals.

RAILWAY BETWEEN BOISE CITY AND HAILEY.—It is proposed to build a railway between Boise City and Hailey, Idaho. The amount required to start the enterprise is about \$20,000.00, and half this sum has been voluntarily offered by the citizens of Hailey. The proposed railway is to run up Croy gulch to Camp creek, down Camp creek to Camas prairie, along the prairie to Soldier, up the creek of that name to Little and Big Smoky, down the South Boise to Junction bar, and on to Boise, to a connection with the Idaho Central and Oregon Pacific railways. This road would get the traffic of the Hailey Hot Springs, of Bullion and Upper Deer creek, of the Gold Belt, of Camas prairie, of Smoky, Vienna, Sawtooth and Atlanta, of Pine Grove, of Rocky Bar and of the Boise fruit orchards. The first breaking of the ground would be the signal for a resumption of operations on dozens of claims along its route and tributary districts, for an increase in acreage of grain and hay on Camas prairie, for the starting up of saw mills in the inexhaustible timber of the South Boise, and for preparations to ship fruit from Boise on a scale hitherto undreamt of. Before it could be completed to the Gold Belt a one hundred stamp mill, with concentrating and roasting machinery, would be constructed at Hailey, and immediate returns thus assured for the many thousands of tons of ore already exposed there. It costs \$4.00 to \$25.00 a ton at present to have ore hauled from the Gold Belt, Smoky, Rocky Bar or Atlanta. If the road were in operation it need not cost over twenty-five cents from Gold Belt, \$2.00 from Smoky and \$5.00 from Rocky Bar. At Hailey a great impetus would be given to mining, because, it is well known, there are hundreds of thousands of tons of low grade ore on the mine dumps, which can not be hauled at present prices or realized upon because of the absence of suitable reduction works, that would pay handsomely under the changed conditions that would result from the building of the road.

SCOURING MILL FOR BILLINGS.—Arrangements have been perfected for the erection of a \$50,000.00 scouring mill at Billings, Montana. The citizens have raised a bonus of \$6,000.00, to be paid when the mill is ready for operations. E. K. Sherry, agent for eastern capital, proposes to put in a plant with a capacity of twenty thousand pounds of wool per day, to be scoured for the Boston, New York and Philadelphia markets, the machinery of which will be of the latest improved automatic pattern. A force of one hundred and twenty men will be required