

A correspondent, writing from the Maiden district of Montana, says that in some respects the Maiden is one of the most remarkable mining camps in the world. It is in the midst of and claims for its mineral kingdom all the peaks and ridges and foot hills of the Judith mountains, for all of them are literally covered with vast quantities of good float and must be intersected with numerous veins of rich ores. Hundreds and hundreds of mining claims have already been opened in all these mountains, and new discoveries are the order of the day. Many of these discoveries have been so developed as to show they contain vast quantities of good ores. The ores of this mining region are variable in both the character and quantity of the metals they carry. There is found regular quartz carrying gold and silver, good milling ores; also, soft material like mud, rich in gold, sometimes silver, galena and carbonate of lead. Copper pyrites and carbonates of copper, carrying silver and gold, are abundant. The lead, iron and manganese ores will be valuable as fluxing ores for those more refractory. Limestone is found in all parts of this region, so there will be no lack of fluxes and fluxing ores for the furnaces. Placers have been discovered and worked with greater or less success in various gulches of the Judith mountains. Water, an absolute necessity in all mining operations, gushes out in fountains on every mountain side and flows in never-falling streams down every ravine and valley to supply the waters of Judith river and Dog, Arnels, Box Elder and McDonald creeks. These streams were full in the summer and fall of 1889, the driest season known to the oldest pioneers. Forests of pine, fir and spruce cover all these mountains and will furnish timber in abundance for all mining purposes, and fuel where wood is better than coal. Coal beds have been discovered and opened all around the Judith mountains, six miles north, near Fort Maginnis, at the base of Moecasin mountains and on the tributaries of the Judith river. There are two ten-stamp mills at Maiden now running on the ores of the Spotted Horse. These mills have concentrators for condensing and saving the rich tailings for the smelter. A railroad is all that Maiden needs to make it one of the most extensive and productive mining camps in the state.

Speaking of the success attending the working of old mines, the *San Francisco Mining and Scientific Press* has the following: When two men take out \$100,000 in less than a year from a quartz mine, they are doing a pretty big business. Yet this is what two young men, Messrs. Grant and Appel, have done in the Chippea flat pocket mine, between Moore's flat, Nevada county, and Allegheny, Sierra county; and they have no mill, either, simply pounding the rich rock up in a mortar by hand. The mine was abandoned over twenty years ago and lay idle until these men took hold of it. They ran about twenty feet farther in the old tunnel and struck it rich. Since then they have made a number of bullion shipments, the last bar weighing 125 pounds. Should we read of an occurrence of this sort in a distant region, hundreds of men would be anxious to go to a locality so favored. Yet here it has attracted no special attention. The same may be said of the Bonanza claim, a pocket mine in Tuolumne county, which has yielded very largely of late. In pocket mining there are great chances to be taken, of course, but if the chance is a lucky one there is great reward for labor. Doubtless many others of the abandoned mines in the older districts of the state will be worked again in course of time, when people come to a realizing sense of their good fortune in living in a region where there are such golden possibilities. Sierra and Tuolumne are not the only mountain counties where there are opportunities for energetic and persevering men in quartz mining.

The Seattle & Northern Railway Co. is about to close a contract for the delivery of 90,000 ties on the line where it proposes to build. These ties are to be delivered at the rate of 20,000 a month. It is expected that the track will be rapidly laid on the thirty miles of road between the Skagit river and Ship harbor which was graded last summer. Two thousand tons of steel rails were received last season for this road and they have been stored on Ballast island since. The object of the company, which was incorporated a little more than a year ago with a capitalization of \$5,000,000, is to construct a railway and telegraph line from Seattle in a northerly direction through the town of Whatecom to a point on the northern boundary line of Washington at or near Blaine, a distance of 100 miles; to construct a railway and telegraph line from where the last described line crosses the Skagit river in an easterly and northerly direction to Spokane Falls, a distance of 300 miles; to construct a railway and telegraph line from where the first-mentioned line crosses the Skagit river westerly via Fidalgo island and Deception pass to Admiralty head, on Whidby island, a distance of twenty-five miles. Thus it will be seen that the total length of railroad which the company contemplates building is 425 miles.

A late circular issued by the Nevada, California & Oregon railway states that the construction of the projected road northward from Reno, Nevada, through Plumas, Lassen and Modoc counties, California, and through Oregon is being pushed steadily along. "This road is owned by a private party and not by a corporation. It is projected to run from Reno, Nev., to the Columbia river a distance of 450 miles, and seventy miles are completed and in operation. There are no towns near the line so far as constructed nor as far as located, 125 miles north of Reno. No contracts are let, but the work is done by the company under direction of its own foreman. The route is over a mountainous country, with grades of 99 feet, and curves of 18 degrees; but the work is not heavy so far as it has progressed. The line is graded for twenty miles beyond the northern terminus, and ties are on the ground. Of the portion in operation, twenty-eight miles are in Nevada, and forty-two miles in California. The line from Reno runs northwest for twenty-eight miles, then enters California, and thence runs in a northerly direction from ten to twenty miles west of the line between Nevada and California."

The *Virginia City Enterprise* says that California should soon show a large increase in her annual yield of gold. More rich strikes are now being reported in that state than for years. The strikes are not confined to any one section, but are taking place in all parts of the state. The Californians seem to have taken a fresh start in prospecting and they are making no end of valuable discoveries. Not a few of these "finds," and some of the most valuable, are being made in mines abandoned years ago after being prospected in the half-way manner then practiced. In these days a miner does not throw up the sponge if the part of the vein tapped by his tunnel fails to show paying ore; he drifts along it until he finds a chimney. A quartz vein that prospects sufficiently well on the surface to justify the running of a tunnel is pretty sure to contain pockets, or chimneys, of paying ore at some point below. In the awakening now seen in quartz mining throughout California many big paying mines will undoubtedly be added to the already long list of reliable and steady producers.

In the Sheridan claim, in Madison county, Montana, a tunnel has been driven a depth of 1,100 feet at a cost of over \$40,-