

Mines and Mining.

MINES OF MADISON

ARGENTA DISTRICT CONTAINS SOME OLD LOCATIONS.

FEW MADE AS EARLY AS 1863

Blue Wing and Kent Properties Staked Then—Smelter Erected in 1866 to Reduce the Ore—It Did Not Give Satisfaction.

Amede Bessette of Bannack, one of the pioneer miners of Montana, was in Dillon a few days ago and talked interestingly to a Dillon Examiner reporter regarding the early day history of the Blue Wing district. He is just completing the patenting of the Colonel Ingersoll and the Contact lodes, both in the Blue Wing district.

It was in the Blue Wing district that the first silver ever produced in Montana was mined, and it is to the Blue Wing mine that this honor is due, as it was opened up in 1864 by Messrs. McDonald, Miller, Judge Cleiman, Andrew Murray and others, and ore that assayed as high as 200 ounces of silver to the ton was of common occurrence.

The Blue Wing and Kent mines were first located in 1863 by the gentlemen named above, but little work was done for the next three years, as the quartz was entirely silver bearing and there was then no process in use by which silver could be worked in Montana.

Smelter Is Built. In 1866, however, the Montana mining district at Argenta came into prominence as a lead and silver producer and the St. Louis Mining & Smelting company erected a smelter in that camp and announced that it would treat custom ores.

Quite a large number of tons of ore were then hauled to this smelter and the yield, even by the crude method employed at the time, was remarkable. The smelter, however, was not a success in treating the lead ores of Argenta, and it was soon compelled to close down.

From time to time for several years thereafter the smelter would be started up and run for a few months with more or less encouraging results and then be shut down again. Smith Ball was the only man who ever made much of a success of the smelter, and he had it for a while under lease. He purchased ore from the Blue Wing district, consider-

able of it having been extracted from the Bob Ingersoll, owned by Mr. Bessette, and properly fluxed it with the Argenta lead ores. The result was the best saving of the values of the ores ever made in the early days of the district.

Money Lost and Found Again. Mr. Ball made no attempt to cupel the product of his smelter, but shipped the bullion direct to the refineries for treatment.

The St. Louis company had made the mistake of attempting to cupel the metals at Argenta—to destroy the lead and ship only the silver. This was by no means a success, and a great deal of the precious metal boiled over the cupels and was lost. Mr. Ball became aware of the fact and after he secured a lease on the smelter he dug up the ground upon which the cupel furnace had stood, and according to the statement he made to the Examiner's informant, he recovered over \$8000 worth of almost pure silver which had escaped from the cupels and had formed lodgment in the cracks and crevices in the ground caused by the heat from the furnace. Mr. Ball also worked the old slag dump of the St. Louis company, and it is said that he made good money out of it.

Long Haul to Smelters. When the railroad was completed to Corinne, Utah, that town became the shipping point for the territory of Montana. Freight was hauled from there to nearly every town in the territory, and when the teams returned to the railroad the wagons were usually loaded with ore. Many tons of Blue Wing ore were in this manner shipped out of the territory by the ox and mule teams which made the 350-mile journey from Beaverhead county to Corinne. A part of the ore was treated at the smelters then at Salt Lake, some of it was sent to San Francisco for treatment and still more of it made the long trip, in sailing vessels as ballast, around the Horn to Swansea, Wales, for treatment in the world-renowned smelters of that town. This was in the early '70s, and since smelters have been erected in Montana the ore from the district has either been treated in this state or shipped to Omaha. The ore which was shipped from this district in the early days yielded from 200 ounces to 600 ounces of silver to the ton.

Where Rich Ore Is Found. There are apparently two contacts in the Blue Wing district, a part of the leads being found with the gneiss above and the talc underneath; the others exist in the talc with the lime above and the gneiss beneath. In every case, however, the rich ore is found in pockets in the talc. Many of these pockets contain from 20 to 40 tons of shipping ore. Every indication seems to show that there has

been a great upheaval of nature at one time in this district and all of the ledges look as if they had been broken off from some gigantic "mother lode" and slid in the talc to their present location. At times the ore is found in places with both walls clear and well defined in the contact, but a mysterious part of this is that when this condition exists no ore of value has ever been found.

This bed of talc in which the rich ore is found has been encountered in every mine in the district and it has been proven by explorations by Mr. Bessette to be 75 feet in thickness. In this talc have been found some extremely rich deposits of ruby silver, some of it giving a smelter return of as high as 600 ounces to the ton.

Rich Float Was Shipped. As a general thing the formation, which is of gneiss and lime, runs north and south, but all through the district immense dykes of porphyry and quartzite transverse these ledges and whenever this occurs rich deposits of chloride silver ore is found and the hillsides below are literally covered with rich float. Indeed, the abundance of this float was so great and its value so high that many persons made a business of gathering it up a number of years ago and shipping it to the smelters and they made a good thing out of the enterprise, too. This was notably the case with the Kent and the Hiron hills. Quite a large part of this ore was then picked up assayed as high as 100 ounces of silver to the ton and some of it has been found which yielded over 400 ounces.

The first discoveries made in the district were on small ledges which may be termed "feeders" and which, when properly developed, may lead to the mother vein. The ore was very rich, carrying chlorides and horn silver. Almost invariably the ledges had a trend eastward and westward and were in the lime. In sinking toward the lime and gneiss formation the ore turned into a low grade iron at 20 to 40 feet and the mines were abandoned, the owners not having the means sufficient to sink through this iron and demonstrate the value which might be found with greater depth.

Good Values May Be Deap. It is the opinion of a great many of the mining men who have made a study of the Blue Wing district that it has a great future before it and that its good luck will begin at no distant day. It is the contention that when this ore is found in place at the permanent water level and followed, despite the fact that the ledge is lean and barren of value, it will lead to the great mother lode from which the thousands of tons of rich chlorides, ruby silver and horn silver, which have been shipped from that region, originally came.

The veins of ore found in the gneiss run east and west like the "feet-ers," and at a depth of from 30 to 40 feet the ore turns from a chlorite to a ruby silver. A notable example of this is the Delmonico which is developed by a shaft 300 feet deep and which has produced ruby silver ore which will yield \$600 to the ton. This mine is owned by P. L. Graves of Bannack and William Roe of this city.

One of the Noted Mines. The Brick Pomeroy is another noted mine of the district. Its ledge can be traced on the surface for 2200 feet and it is developed by a shaft 150 feet deep and by several tunnels running into the side of the hill from the surface. Ore has been shipped from this mine which has yielded over 300 ounces of silver to the ton and in places the ledge is known to be 50 feet wide. The ore is in pockets like all other Blue Wing mines, but some of the pockets have contained two carloads of shipping ore. Considerable ore has been shipped from the Pomeroy to the Argenta smelters. It is situated a few hundred feet from "Red Agent Rock," and is owned by Amede Bessette and the Meets company. Only representation work is being done on this mine at present, and, in fact, that is all the work that is going on in the district this year.

The Bob Ingersoll is another mine owned by Mr. Bessette which has been a producer in the past, being notably so from 1882 to 1886 when it was being worked with a vigor. It is developed by one tunnel 300 feet in length and has several minor openings in the hill-side. The first-class ore shipped yielded from 150 ounces to 250 ounces silver to the ton and the second-class has yielded from 70 to 80 ounces. About ten carloads of this ore from this mine has been shipped to the Omaha smelters and it has given an average return of \$1450 to the carload net.

PONY DISTRICT MINES. Messrs. Hartford and Grant Lease and Bond Some. Hugh Grant and James S. Hartford of the Pony mining district have perfected a deal with Butte men by which the latter will assume charge of some mining prospects near Jeanette, Jefferson county. The deal is in the nature of a lease and bond.

The property is gold-bearing and while not developed to any great extent is sufficient to determine its value. The Butte men will begin work on it in a few days.

Lady's solitaire diamond finger rings \$6.50. Leys, the Jeweler.

Skates sharpened. Wright's, 17 N. Ariz.

WANTED AT ONCE Two subscription solicitors. Apply to W. R. E. Inter Mountain office.

ANNUAL MEETING. The annual meeting of the stockholders of the First National Bank of Butte will be held at the office of said bank in Butte, Montana, on Tuesday, January 14, 1902, between the hours of 10 a. m. and 4 p. m. The object of the meeting is the election of directors for the ensuing year, and the transaction of any other business which may properly come before the meeting.

E. B. WEIRICK, Cashier. Dated Butte, Montana, December 13, 1901.

MONTANA TOLLLET COMPANY. Notice is hereby given that the undersigned, George H. Casey, is the sole and exclusive owner and proprietor of the business heretofore and now carried on in the city of Butte, Silver Bow county, Montana, under the name and style of the Montana Tolllet company. All accounts are payable directly to the undersigned.

OBJECTS TO MARKS

BUTTE MAN PROTESTS AGAINST LAUNDRY METHODS.

CUFFS AND COLLARS SPOILED

Ornamental Designs of All Kinds and Numbers and Check Marks Galore Spread Upon Fine Linen.

"Who shall save us from the desecration of our laundered linen? When shall our washable garments cease to be the billboard of the washerwoman's hieroglyphics?"

"And how long shall we be compelled to go about with our habiliments branded as if we were a Texas steer that had changed ownership a dozen times from calf to packing house, each owner embellishing it with his own particular brand?"

The speaker was a Butte man, who has patronized the various laundries and the Chinese of the city for a long time. "Before me," he added, "are a pair of cuffs, having emblazoned in good-sized script and block letters the maker's name, his trade mark, and the size (10½), a total of 91 letters and figures. A fair crop of reading matter for me to wear on each wrist."

Laundryman's Fine Work. "But now the laundryman gets in his fine decorative work. He has used the best of indelible ink and a broad-nibbed pen with which to display his talents."

"This particular pair of cuffs is known to me and the laundry world as '13270' '16' '33855.0'—a lower case 'o'—'29xxx' '157.13' 'R K S' '11111' '441.23' '11:x' with an 'x' over the three figures, a grand total of 132 marks on one cuff."

"In some cases the laundry writer has erased all 'previous records' with that broad-nibbed pen until that cuff looks like a 'dirty proof sheet.'"

"My collars bear written evidences of this diabolical network, often extending from the lower base of the collar nearly to the upper edge thereof."

"If I change my laundry a few times more I opine they will commence writing on the outside of my collars and cuffs."

New Decorator Appears. "Recently I changed my residence and laundry, and a new linen decorator has turned up."

"He evidently at some period of his life was attached to the late queen's governmental service, for my clothing now bears the British 'broad arrow,' with the shaft supported on either side by a fairly good-sized 'X.'"

"The arrow measures a trifle over a half inch on the bars, the shaft being just an eighth of an inch longer."

"I shall not dare take this marking into British territory, lest the clothing be seized as the lawful property of his majesty, Edward VII, and I, the innocent victim of an imported laundryman, be sent to some penal settlement to end my days where they don't wear boiled shirts and linen collars."

Look Like Ticker Tape. "The neckbands of my shirts are beginning to resemble a ticker tape or a numerical cipher code message, except that there are interjections of evident ancient as well as modern hieroglyphics that no type founder could produce."

"Perhaps all this marking has some hidden meaning. Possibly these signs convey from one laundry to another what manner of man the owner of that particular garment is—that he don't want too much starch in the bosom or he wants just so much of his standing collar turned down at the front. Who knows? I don't."

"I have underclothing laundry marked in 'display type,' especially on the top, so that I dare not appear as a shirtwaist man or leave off my vest lest by some unfortunate mishap the 'display lines' might appear to public gaze and people seeing my 'number' might say to their friends that 'that fellow has 'done time' at the works. See, he wears his number yet!"

Not the Only One. "I am not the only sufferer at the hands of the marking pen of the laundryman. There are thousands of us in this city, all kicking, some growling, and many using 'ranch language' at this effacement of the beauty of spotless linen."

Solid gold cuff buttons, new designs, \$2. Leys, the Jeweler.

TRAINS SNOW BOUND WRECKED AND BURNED

Wyoming and Nebraska Railroads Are Having Lots of Trouble Since the Storm.

(By Associated Press.) Cheyenne, Wyo., Dec. 19.—The Union Pacific, the Colorado & Southern and the Burlington are practically at a standstill, as a result of the recent storm in Wyoming and Nebraska.

All trains on the Union Pacific are compelled to spend hours in snowdrifts waiting for the rotary plows to make an opening so that they can pass through.

To make matters worse a Union Pacific rotary snowplow, pushed by two big compound engines, slipped its way into the rear of a train of deadhead tourist sleepers near Sherman. The wreckage caught fire and a caboose and nine tourist cars were completely destroyed. The work of clearing the track is slow, and the blockade may last for an indefinite period.

A blockade at Ramsey, 40 miles east of Rawlins, has stopped the passage of trains into Laramie from the West, and the one at Sherman blocks traffic west-bound.

On the Colorado Southern 21 miles north of Cheyenne, a passenger train was derailed. The accident completely tied up traffic on that branch.

No trains have come in over the Burlington branch from Holdrege for two days. A drift derailed an engine about 100 miles east of Cheyenne, and the wreckers have not yet succeeded in getting it back on the rails.

In addition the branch is snowbound to a stretch of more than 50 miles.

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IF YOU HAVE taken mercury, iodine, potash, and still have sores and pains, itchy mouth, swollen throat, pimples, sores, colored spots, ulcers on any part of the body, hair or eyebrows falling out, it is this secondary BLOOD POISON WE GUARANTEE TO CURE.
We solicit the most obstinate cases, and challenge the world for a case we cannot cure. This disease has always baffled the skill of the most eminent physicians. \$100,000 capital behind our unconditional guaranty.
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Can't be told from those fresh from Chesapeake Bay
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