

HOW MINING PAYS.

As an evidence of how mining pays, as an investment, we give below a carefully prepared table, a glance at which will be found interesting. The table is made up from the listed dividend-paying mines of the states or territories quoted, and does not include many mines which pay enormous profits on the money invested, such, for instance, as the Anaconda group of mines, in Montana, which are believed to pay even greater profits than the celebrated Granite Mountain. The list covers a wide expanse of territory and includes fifty-two mines, all noted dividend payers, and has been compiled from January 1, 1890, up to September, 1890, a period of eight months. Montana, as usual, will be found at the head of the column:

Montana, eleven mines.....	\$2,848,596
Michigan, eight mines.....	2,580,000
Utah, five mines.....	1,245,000
Colorado, eleven mines.....	534,000
Nevada, three mines.....	347,000
California, seven mines.....	310,000
South Dakota, two mines.....	140,000
New Mexico, one mine.....	100,000
Mexico, two mines.....	98,700
Idaho, one mine.....	60,000
Ontario, one mine.....	37,500
Arizona, one mine.....	30,000
Total.....	\$8,363,706

The current value of the Calumet and Hecla mine, of Michigan, is reported as \$30,900,000; the Granite Mountain, of Montana, a mine which pays \$300,000 in dividends every month as regular as clock work, \$18,000,000. The Alice is rated at \$1,080,000; Boston and Montana \$7,375,000; Elkhorn, \$1,600,000; Empire, \$225,000; Hops, \$400,000; Drum Lummon, \$6,358,000 and the Moulton at \$200,000. The Jay Gould, Hecla, Iron Mountain, Parrot and several other famous Montana mines are not quoted.—*Montana Mining Review*.

The assessor of Crook county, Or., returns property valued at \$1,208,800 as subject to taxation, which, as compared with 1889, shows a decrease of \$101,412. This falling off is due to the losses on live stock sustained during the long and severe winter of last year. In 1889 there were 222,137 sheep assessed, while this year only 142,618 were returned, showing a decrease of 79,519. The number of horses has diminished 2,125, and cattle 6,849. Taken with the consequent decrease in value of other kinds of property as a result of the losses sustained by the stockraisers, the total reaches \$255,483; and when the difference between the whole amount returned for 1889 and 1890 is considered, it is readily seen that the country has made substantial gains, aside from the calamity which befell its leading industry. The county has at present 95,342 acres of deeded land, valued at \$319,045. The Oregon Pacific railroad is building eastward through the Cascade mountains from the Pacific coast, on its way to a connection with a transcontinental line. This road will traverse the entire length of Crook county from east to west, and will afford shipping facilities to the producers and stock raisers of that section which will place them in direct connection with the markets of the world, and will result in a rapid increase in both wealth and population. Another railroad is projected to penetrate that section, the Southern Pacific railway company having signified its intention of building such a road, the branch leaving the main line somewhere in California and running northeastward through the central part of the state, crossing Crook county from south to north. This line will be of incalculable benefit to Crook county, as it will give it connection with all the transcontinental lines now in operation in the state.

The railroads now in course of construction in the state of Montana are the Missoula & Coeur d'Alene cut off, the western extension of the Great Northern, The Great Falls & Alberta, a portion of the Cooke City & Rocky Fork branch of the Northern Pacific and a number of smaller branches of the three trunk lines in the state. Four thousand men are now employed on the Missoula cut off. The road is being constructed by the Northern Pacific and it is expected to have it completed to the state line by November 1st. When this road is finished the main line of the Northern Pacific will be via Post Falls, Coeur d'Alene City and the Coeur d'Alene mining region instead of making the detour around Lake Pend d'Oreille. About twenty-five miles of the extension of the Great Northern railway have been completed west of Fort Assinaboine, and the contractors are increasing their force of men, so as to complete the 108 miles to the summit of the mountains before being compelled to quit work for the winter. On the Great Falls & Alberta only a few miles of track remains to be laid to complete the line from Great Falls to Lethbridge, Alberta. This road is being built by the Alberta Coal company to secure a market. The Northern Pacific is pushing the work on the branch to Cooke City, but the refusal of congress to grant right of way across a portion of Yellowstone park will delay its completion.

One of the most encouraging features of the mining outlook is the fact that so many of the smaller and individual operators are at work around in the hills. Original locators and miners who have long held promising prospects, merely representing from year to year, are now getting out and marketing little lots of ore all over the country and realizing encouragingly. Many of the older and bigger producing mines are being worked by lessees on small scales at considerable profit. This is certainly favorable to the region and indicates that it is by no means played out. Such operations will encourage the companies and investors who have, through depreciation in values of silver and lead for some years past, experienced discouragement and depression, while the attention of other investors and capitalists will be drawn to the promising situation.—*Keystone, Ketchum, Idaho*.

For over a quarter of a century has the soil of Grand Ronde valley been cultivated, and during all that time has never failed to yield a passable crop of grain, hay, and vegetables, and all except two or three seasons, the yield has been phenomenally large. The crop just gathered is one to rejoice the heart of the farmer and make the whole community glad. When we consider the repeated failure of crops in whole states, the terrible disasters in nearly all sections of the country from floods, cyclones, hurricanes, hail and thunder storms, earthquakes and epidemic diseases, from all of which we are entirely exempt, we can not but feel a glow of gratitude and thanksgiving to the Author of all good things, for the many blessings we enjoy, as compared with almost any other locality.—*Summerville Annotator*.

The Oregon City cannery is manufacturing 100 barrels of cider per day now, as apples are plentiful and being delivered at the works. After the juice is pressed out it is filtered by a process which removes the active agent in fermentation, which renders it possible to keep it sweet for an indefinite time. The pomace is leached and the product converted into vinegar. An evaporator is also in operation day and night and disposes of four and one-half tons of prunes at a time. Appliances for the manufacture of jelly have been added, and a large quantity of that delicacy will be put upon the market soon. For the next season's work more room will be needed and the company will erect more buildings.

The famous emotional actress, Clara Morris, will begin a week's engagement at the Marquam Grand on Monday evening next, presenting an unusually interesting repertoire. Miss Morris is in robust health this season and her work is marked by an enthusiasm and ripeness of that superb power which has always been hers. The repertoire will include "The New Magdalen," "Camille," "Renee de Morsy," "Miss Multon" and Sardou's "Odette." The company will be composed of the very best material, especially chosen for their fitness in the several roles for which they are cast.

A new town has been laid out sixteen miles above Mehema, where the Oregon Pacific crosses the north fork of the Santiam. The townsite embraces fifteen acres, and is on the land of Clarence Brown. It is now the eastern terminus of the Oregon Pacific, and contains a saw mill and about fifteen houses, among them a schoolhouse in course of construction. A postoffice will at once be petitioned for. The new town is in Marion county, and Niagara is the name chosen for it.

"In order to encourage a laudible enterprise," the *Milton Eagle* is offering, until the first of November, to give one year's subscription free to each young couple who will "decide to relinquish the pleasures of single blessedness and agree to live together for the balance of their natural lives." Great inducement, certainly.

The track laying on the Fairhaven & Northern has been completed from Fairhaven northward to Ferndale and a train was put on the road this week. A considerable stretch of the line from New Westminster south is also laid and the whole road will be under operation by the end of the year.

The Great Northern company has three surveying parties at work in the Cascade mountains north of the Northern Pacific and south of Skagit pass. The road will be in operation between Seattle and Fairhaven early next year and incidentally it will tap some rich coal and iron mines.

The council of Eugene City has granted a franchise to a company to construct a street railway in that place, to be operated by horses, electricity or cable, and has limited the time of construction of the two miles of track to five years, under penalty of forfeiture of the rights given.