

RAILROAD TO BURNS

Sumpter Valley Line to Be Extended into Harney.

WORK TO BE BEGUN THIS SPRING

Bonanza Extension of 20 Miles to Be Built First—Resources of the Country Affected.

BAKER CITY, Or., April 25.—Grant and Harney Counties are to have direct railroad communication with the outside world. The Sumpter Valley Railroad has definitely decided to extend its narrow gauge line from its present terminus at Sumpter to Burns, distant by the proposed route, about 180 miles from Baker City. This for the construction of Eastern Oregon, now without transportation facilities except such as are afforded by stage and heavy freight wagons, is rich in mines and stock, and is susceptible of great development in agriculture and horticulture. The Sumpter Valley Railroad Company considers this country its natural territory and sooner or later will completely occupy it. This year's construction will be limited to the extension from Sumpter over the divide into the Bonanza district. This line will be about 20 miles long. The preliminary surveys are now being made and the rails have been ordered. The line will have its terminus in the Bonanza country until the company can get better terms on steel rails than are now obtainable.

Will Tap a Rich Country

Construction on the Bonanza extension will be begun soon when the surveys are fixed. The road will wind around the mountains, and will rise over 1000 feet in crossing the divide between Powder River and Burnt River valleys, five miles from Sumpter. At the crossing point the divide is 2300 feet above sea level. This short line will give rail communication to all the Bonanza district and the southern and eastern slopes of the rich Greenhorn Mountains, Bonanza, Susannah Valley, Prairie City, Canyon City and John Day will at once reap the advantage of reduced transportation on all classes of freight, including ore, concentrates, etc. Beyond the divide is a rich country. There are many mines and large stock ranches and the soil is adapted to agricultural production. The Sumpter Valley Railroad will be benefited when the line reaches John Day. It will then be 65 miles from the railroad, and the long overland shipment of stock to Ontario will no longer be necessary. The most Burns expect until it shall become the terminus of the road.

The miners, stockmen and other producers of Western Baker and Eastern Grant will welcome the construction of the Bonanza extension. They are now dependent upon stage and wagon, and when the roads are bad they are practically shut off from the world. At the opening of Spring the construction will be started. This Spring not a wheel was turned for three weeks, and the mails had to be sent by horse.

Owned by Utah Capitalists.

The Sumpter Valley Railroad is owned by Utah capitalists. The company is owned by the Oregon Lumber Company of Baker City, the Baker City Improvement Company and the Oregon Sugar Company, at La Grande. The Oregon Lumber Company has been developed by E. J. Chenoweth, Wash. besides the big mill at Baker City. These Utahans are among the most enterprising and progressive men in Eastern Oregon. Since their coming to Oregon, in 1881, they have built up a fortune. Their pay roll in Baker City amounts to \$10,000 a month. The building of the railroad has contributed more than any other factor to the great development which has taken place in the Bonanza district. It immediately made a cut of \$250 per ton in ore, and permitted rock to be shipped that previously had no outlet.

Great Increase in Traffic.

The road was built from Baker City to McEwen in 1881, and to Sumpter in 1886. It was intended for a logging road, and not one of the original incorporators thought it would ever be anything else. The growth of the Bonanza district led it into one of the best properties in the United States and its extension into Grant and Harney Counties will further add to its importance. The road, which in this year it ran mixed passenger and logging trains. On that date it made a clean jump from mixed trains to double passenger service. It is now running eight passenger trains a day, but it is the Sumpter—four each way. Four of these trains, two each way, are for passengers. The cars and equipment of the passenger trains is entirely new. In a little over two months the passenger tickets have been sold and the mining season has not opened in earnest. Since January 1, 1899, the general traffic of the railroad has increased 48 per cent.

Joseph Barton, the general manager of the company, has an eye, like C. H. Markham, general passenger agent of the Southern Pacific, and W. H. Hurlbert, general passenger agent of the Oregon N., to the general development of this country. He says Sumpter Valley is adapted to alfalfa raising, which, of course, suits the country stock-raising and dairying. When the timber is cleared away thousands of acres will be available for alfalfa cultivation. Mr. Barton fears that the people of Sumpter Valley do not appreciate alfalfa, but it is a crop that has made Utah what it is in stock-raising and dairying.

The Burns Railroad.

One of the first things done by the Baker City Chamber of Commerce when it was organized was to look into the project of a railroad from Baker City to Burns. O. L. Miller, secretary of the chamber, made a thorough examination of the country and submitted a report, which is full of interesting facts. The line was to have been called the Baker City & Inter-Mountain Railroad. Shortly after the report was prepared, the Sumpter Valley managers intimated that they were planning to build to Burns and the Baker City people dropped the project. Secretary Miller's report is full of interest, as the Sumpter Valley extension will affect the same territory as the proposed Inter-Mountain line, though the routes are somewhat different. The report was not given to the newspapers when it was prepared, and it is now published for the first time. It follows: The proposed road should be a standard gauge, and follow approximately the following route: Commencing at Baker City, its general direction for about 30 miles west, passing up Powder River Valley and through the mining districts of Cracker Creek, Cable Cove, Granite, Red Boy and Bonanza. From a point near Robinsonville, the route turns to the south, crossing the divide to the headwaters of the middle fork of the John Day River; following this stream a short distance, and crossing a low divide to the valley of the John Day River. The route would follow this river for about 30 miles and then turn nearly due south, passing up Canyon Creek and crossing the headwaters of Silver River, with a water grade to Harney Valley. The whole distance from Baker City to Burns by this route is about 180 miles.

Character of Freight.

The character of freight may be classified under two heads: 1. **Outgoing Freight**—This will consist of ore, concentrates, concentrates, and the smelters by way of Baker City; approximate haul, 60 miles. Lumber, logs and cordwood to mills of Baker City and Harney Valley; approximate haul, about 40 miles. Cattle, sheep, wool from Burns, Bear Valley, Canyon City, John Day Valley and the headwaters of Burnt River and Powder River; haul, from 40 to

the most valuable properties in the district. The Columbia mine has a mill with a capacity of 50 tons per day, and has been a steady producer for years. It is down to the 600-foot level and, like the Golconda, grows better with depth. The North Pole mine has a mill and cyanide plant, with a capacity of 50 tons per day. It is one of the best-developed properties in the gold fields of Oregon, and is a steady producer. The E. & S. mine, which has been one of the heaviest producers of the camp, but is now closed, will, when private interests can be adjusted, no doubt again take its place as a big producer of ore and concentrates. Its mill has a capacity of 50 tons per day. Passing up Silver Creek four miles, another station should be made to receive the ores from the Cable Cove district. These are lead and silver, as well as gold ores, and of such a character as to require shipment to smelter. The mines are in their first stage of development, and the owners report that, with cheap transit, they could put 50 men at

Passenger Traffic.

The passenger traffic will be large both ways, as Baker City is and will always be the supply depot and wholesale center, as well as the educational, social and business center for the entire section. The proposed line will be a special feature for many years, as the mineral territory is very extensive, and but a mere scratch has as yet been made. Prospecting is likely to continue during the next 20 years equal to one-half of the entire output of the paying mines. This requires vast quantities of machinery, supplies and food, and insures an important item of incoming freight throughout the whole section for years to come. Hardware for building purposes, furniture and fixtures will also be very large as the country settles up.

Local Traffic.

The lumber, logs and cordwood from the mountains to the outside world, the hay, grain and vegetables, and flour from the valleys to the mines, mills and lumber districts insures a large local traffic. The territory covered and controlled by this route comprises a mineral belt at least 20 by 60 miles in extent, only a small portion of which has been developed, and which by reason of its location is likely to rival the gold-producing camps of the world in richness of mines and in extent of territory.

Timber.

At a point about 25 miles from Baker City, the timber begins to thin, and with the exception of the valleys, the timber continues to within 16 miles of Burns. This great belt of merchantable timber is still intact. Black pine and spruce are found in the gulches and canyons growing in all directions. Many saw mills are located throughout the entire timber belt, and millions of feet of lumber are annually shipped to the coast by the R. & N. and O. S. L. Railways. This route controls the entire timber belt.

Agricultural Lands.

The first 30 miles of the line is through the Powder River Valley, which is from 200 to 300 feet above sea level, with valleys from tributary streams at various places; all producing hay, grain and pasture, while the foothills on either side are utilized for pasture for sheep and cattle. From the Powder River Valley to the headwaters of John Day River, a distance of 50 miles, the valleys are narrow and devoted to the production of hay only. The timber lands throughout the entire section being free from timber, thousands of sheep and cattle find a summer pasture in the great forest, where shade and water are always convenient; and the nutritious grasses of the hills are cut and carried to the cities along the John Day Valley is one of the most fertile valleys in Oregon. Its greatest width is about 16 miles, and narrows down to a few hundred feet in a few places. In places it is 200 to 300 feet wide, and is cultivated. Hay, grain and vegetables are not only abundant but of a fine quality. Fruit of all kinds are grown, and old orchards are now loaded with fine fruit. Apples, peaches, plums, cherries and all kinds of small fruit are grown, and with transportation, will find a ready market in the mining camps and cattle ranches in the country. The present timbered mountains are kept busy to supply the local demand, no flour being shipped from the valley.

It is estimated by sheepmen that 300,000 head of sheep can be raised on the hills along the John Day River and its tributaries from the counties along the Columbia River, and pastured during the summer, being driven away in the fall. The only thing to be kept in mind is the except livestock, which can be driven to market. There are 100,000 head of sheep in Grant County pastured on the hills, as mentioned, all belonging to local owners. Passing from John Day Valley up Canyon Creek, the route is through a forest of yellow pine, with a high valley where grass and hay, with, possibly, rye, can be grown. The elevation being about 5000 feet. Bear Valley, Silver Valley and Trout Creek Valley are the principal ones. In these valleys and mountain ranges are large herds of sheep and cattle. Dairies are quite numerous, and a quality of butter is produced, and the ranchers report that the entire product is consumed by travelers, freighters and sheepmen. The timber belt continues without underbrush and the pasturage for sheep and cattle is as heretofore described. The same condition prevails all along the Silver River to within 16 miles of Harney Valley, where the timber ceases and the foothills become rocky and gradually slope to the valley.

Harney Valley.

The proposed line of road would find a suitable termination, for the present, near the building of the road to Harney Valley. This valley is about 40 miles wide, by 80 miles long. It is crossed by the Silver River, which enters the valley at the northwest corner and flows through a canyon and empties into Malheur Lake. Other streams rising in the mountains to the north flow down to and across this same plain, which cannot be called a river valley, but which is a low plain only a few feet above the water in Malheur Lake and almost on a level with the water in the Silver River. This plain is crossed near the center by two lakes, Harney and Malheur, which are several miles in width and about 45 miles long from east to west. Several streams rising in the Steen Mountains on the south side of the lake flow north into said lakes. Thus, this great plain is watered by many streams, which offer fine reservoir sites for storing water for irrigation purposes. These lakes have no outlet, but receive the waters of the numerous streams that flow from the mountains, and are diminished by evaporation and absorption. The Harney plain contains 250 square miles, or 1,000,000 acres of arid land, all tillable if brought under irrigation.

Freight Considered by Sections.

First section, Baker City to Hanover; distance, 25 miles. The first section of 25 miles will need four stations—one at Beaver Creek, one at McEwen, one at Sumpter and one at Hanover. Until the road reaches Hanover postoffice, located at the junction of Cracker Creek and Silver Creek, the only resources that will furnish freight of any consequence is lumber. The present Sumpter Valley narrow-gauge road is now engaged in hauling logs for the Oregon Lumber Company, which has a mill at Baker City with a capacity of 70,000 feet per day. To develop the mines, the road must be built direct to them, which necessitates the building of the road to Hanover. At this point the road would receive and discharge freight for the North Pole, Golconda, Columbia and all the other mines of the Cracker Creek district. In other words, there are many valuable developed properties. The mines are from one to four miles distant from Hanover. The Golconda mine has a mill with a capacity of 50 tons per day, and the mine is well developed, showing not only large ledges of milling ore, but also grows better with depth, and is now closed among

about 22 miles. This brings us to the Sumpter resort known as Austin. There are no mines at or near this station at present, except placer; but the Badger mine and a number of other mines and prospects are located at Susanville, 25 miles down the middle fork of the John Day River, which haul their concentrates out by way of Austin. About 50 tons of ore per day are treated at the mines of Susanville, and cheap transit would develop many low-grade properties that have been partially developed for years. But this station will receive many cattle and sheep as well as considerable wool and supplies for the population of the valley. There will not be much market for lumber from this section for many years, but the forests will be in reserve for future use.

In passing on to station No. 11 the route passes through a forest for 15 miles and reaches the headwaters of the John Day River. This station should be located at or near the hot springs, which have medicinal qualities. This, together with pure air, fine mountain scenery, good fishing and hunting, will attract tourists and health seekers, and station No. 11

Summary of Freight.

The increase in business at Sumpter, the station at the end of the present narrow-gauge railroad and at Granite, located near the Cougar, Red Boy and Magnolia mines, 14 miles beyond Sumpter, is evidence of the growth and thrift of the mining section. Both places have more than doubled in population within the last year. At Sumpter there are large general mer-



RAILROAD PROJECTED THROUGH A RICH VIRGIN COUNTRY IN EASTERN OREGON.

work taking out shipping ore in one group of mines. There are many partly developed mines very near this station and consider that Cable Cove will be one of the most important stations for freight on the entire line. The incoming freight to Cable Cove will be large, as the mines are high up in the mountains, and lumber and mining timbers will have to be brought up from the lower canyons. Here I wish to observe that a tunnel of 1200 feet would open the route to the headwaters of the north fork of John Day River, a territory of great promise, with heavy timber and good mining prospects. But our main line should here turn to the left and cross to the headwaters of McCullough Creek, a tributary of Powder River. The station at this point would receive and discharge freight of several mines, none of which is at present shipping ore. Their development insures a heavy output in the near future. The Bear, Mammoth, Maiden's Dream and Bald Mountain are all well-developed properties, have good hoisting machinery, and development work is progressing rapidly, with ledges of pay ore developed and ready for new mills. The station would be for miners' supplies, ore, concentrates, building material, etc.

Crossing the divide the road will pass through the Granite district, passing close to the Monument, and near the Cougar, Magnolia and Cougar mines. This station, No. 6, should be in the vicinity of the Cougar and Magnolia mines, with, perhaps, another station near the Monument. The elevation being about 5000 feet. The mines in the same vicinity are silver-producers, and, while they have produced considerable in the past, will remain idle until cheap transit makes it possible to ship low-grade ore.

At the station near the Cougar mine, the other mines for the Magnolia, Cougar and other mines now in process of development will be received and discharged. The 20-stamp mill is now under process of construction, with a capacity of 60 tons of ore per day, on the Magnolia. A cyanide roller plant is about completed on the Cougar mine; capacity, 25 tons per day. It is to be informed this mill will do custom work for other properties in the same locality. The mining territory here is very extensive, and the Cougar mill will doubtless be a great developer.

Passing on to station No. 7, which should be near the Red Boy mine, the route is through the narrow valleys of Granite and Bull Run Creeks, and up Clear Creek Valley for 20 miles to the road would tap another extensive mining district of which, at present, the Red Boy is the chief producer. This mine is equipped with a 20-stamp mill and cyanide plant, receiving 20 tons of ore per day. The May Queen has a 10-stamp mill under process of construction; capacity, 30 tons per day. There are 75 partially developed mines in the vicinity of the Red Boy. Several of these have been sold and are being developed.

Following up Clear Creek eight miles, station No. 8 should be located to receive the business of another mining district, the town of Granite is the chief producer of freight at this time. This mine is being equipped with a 20-stamp mill; capacity, 60 tons per day. It is located on Lightning Creek, one mile from Clear Creek, and promises to be a great freight producer. The Vandana group is being developed, and at least 100 other partially developed properties are receiving much attention and development, which in the next year will witness several shipping mines in operation at this station.

Leaving the Clear Creek mines, the road should cross the divide to the famous Bonanza district which, for eight years, has been a steady producer, increasing in value with depth. The Bonanza has recently been sold, and its 20-stamp mill increased to 40 stamps; capacity, 90 tons per day. A store is located at the mine to supply the miners and the settlers who are engaged in stock raising. This store requires about 20 tons of freight per month; and 20 tons of iron, repairs, oil, powder, etc., is required for the mill and mine each month. Adjoining the Bonanza are the Empire and Richmond mines. Here, development work is being pushed to the limit. The Bonanza mine, owned by Gold Boy, Resolute, Keystone and Rising Sun are all in process of development, and have opened ledges that will justify machinery. Within four miles of the Bonanza are many other richly developed mines. Some of the producers have been the Don Juan, Virginia, Banquette, Pyx and Phoenix.

From the Bonanza district to station 10, on the headwaters of the middle fork of the John Day River, the station is

25,000 head of sheep, 1,000,000 pounds of wool, 1000 head of mules and horses, and feeds annually 100,000 tons of hay to her stock. The valleys, plains and foothills are inexhaustible in resources to produce the finest cattle, sheep and horses, with hay and grain in the valleys for all demands.

A feature of no small importance to attract passenger traffic is the water front that inhabits the lakes and streams of Harney Valley in the Spring and Fall. Geese, ducks, swans, cranes, pelican and every fowl of this climate that swims can be found by the thousands. It is already a favorite hunting ground, and with rapid transit, it will become the sportsman's paradise.

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chandise stores, hardware stores and feed stores; forwarding, transfer and stage lines, operating between the end of the railroad and the mines; two hotels and many boarding-houses and lodging-houses are required to accommodate the traveling public. Such has been the increase in mining business within the last four months that buildings cannot keep pace with the rush for mines.

Granite is also crowded, and an increase in business has also been witnessed that could only be sustained by a country rich in natural resources. The freight between Baker City and Sumpter can safely be estimated at 25 carloads of logs and lumber per day, or 1000 cars per month. The mines of Harney Station and Cable Cove, by estimates based on actual results of certain mines, will require 20 carloads of outgoing and incoming freight per month. The eight developing mines between Cable Cove and Granite will require at least 30 cars per month to supply their needs. The three producing mines of the Red Boy district, together with the developing properties, will furnish business for 10 cars per month. The mines of the Bonanza district will furnish demand for at least 15 cars of freight per month. The stock interests at this station will average two cars per month. The mine at Granite and the stock interests at Austin should demand four cars per month.

A Short Cut.

The main line of the road can be shortened 20 miles, much of the heaviest work avoided, and all possibility of snowdrifts dispensed with by curving the route at Hanover station, and crossing to the Bonanza district by way of a pass opposite McEwen station, reaching the station at the headwaters of the middle fork of the John Day River at Austin by 30, instead of 50, miles, as herein described. This route would enter the forest at the headwaters of Burnt River, and pass close to the Bonanza district; but would not accommodate or develop by cheap transit the districts of Cable Cove, Ibox, Granite or Red Boy. Two branch lines of the road, each about 10 miles long, could be run to these districts, and the same results would be secured. To my mind, this change in

Cost of the Road.

It is impossible to any more than approximate the cost of such a line of road. The cost of the road, fully equipped with rolling stock, at \$20,000 per mile, or for the whole distance of 180 miles, \$3,600,000. This estimate is based upon comparison with other lines upon which I have had estimates made by engineers after measurements. One hundred and twenty miles of the road will be through valleys, where the work will be with plow and scraper; and, as there will be no deep cuts or fills and few bridges, with no expensive bridges, the roadbed of this class of work will not exceed \$6000 per mile, with \$6000 for rails and ties, thus have a cost of \$12,000 per mile exclusive of rolling stock and stations; or \$1,200,000 for 120 miles. There will be 30 miles of mountain work, in which will be through valleys, where there is no place where deep cuts or fills, or high trestle work, will be required. The heavy timber will prevent snow slides; however, there will be a few miles near the mountains where snowdrifts where snowdrifts may be needed, and other points where snowplows may be needed during January and February. In the mountain division, 20,000 cubic yards of gravel, rock and earth work per mile is a safe estimate, which, at 50 cents per yard on an average, is \$10,000; this, plus \$5000 per mile for ties and rails, equals \$20,000 per mile; or \$1,200,000 for 60 miles. The following table shows the total cost of the road:

Mountain division	\$1,200,000
Valley division	1,500,000
Total	\$2,700,000

This sum, divided by 180, gives \$15,000 per mile for average cost of construction, leaving \$2500 per mile for rolling stock, stations, sidetracks and snowdrifts, on a basis of \$20,000 per mile.

Domestic and Foreign Ports.

ASTORIA, April 25.—Sailed—Tus Samson, with cargo for Gray's Harbor. San Francisco, April 25.—Arrived—Steamer Curacao, from Guaymas; steamer Mattawan, from Tacoma. Sailed—Steamer Tillamook, for Tillamook; British steamer Robert Adams, for Nanaimo; British steamer Bristol, for Chemainus; bark Gatherer, for Tacoma.

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Chicago Tribune. Pale with astonishment and mortification, he arose and confronted the young woman. "Your answer, then, Glycerine McCurdy, is 'no' is it?" "It is, Mr. Wellen," she rejoined, with something like scorn. "It is not what I had a right to expect from you, heartless coquette!" "Oh, it isn't?" she said, mockingly. "It ought to have been something else, ought it?" "Yes," he said, buttoning his coat and putting on his gloves. "To a man of my age you should have said 'no, sir.' I wish you good evening, Miss McCurdy."

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