WORK TO BE BEGUN THIS SPRING

Bonansa Extension of 20 Miles to Be Built First-Resources of the Country Affected.

BAKER CITY, Or., April 26.-Grant and BAKER CITY, Or., April 25.—Grant and Harney Counties are to have direct rati-road communication with the outside world. The Sumpter Valley Railroad has definitely decided to extend its narrow gauge line fr m itr present terminus at Sumpter to Burns, distant, by the proposed route, about 150 miles from Baker City. This interfor section of Eastern Oregon, now without transportation facilities except such as are afforded by stage and heavy freight warpons, is rich in mines 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 terri-tory and sooner or later will completely occupy it. This year's construction will be limited to building from Sumpter over the Civide into the Bonanza district. This line will be about 29 miles long. The preliminary surveys are now being made and the rails have been ordered. The line, and a corresponding amount of hay, grain and vegetables and flour from the valleys to the mines, mills and lumber districts insures a large local traffic. line will have its terminus in the Bon-anza country until the company can get better terms on steel rails than are now

Will Tap n Rich Country.

Construction on the Bonanza extensio will be begun as soon as the surveyors fix the line. The road will wind around the mountains, and will rise over 1900 fect in crossing the divide between Powder River and Buint River Valleys, five miles from Sumpter. At the crossing point the divide is 1300 feet above sca level. This short line will give rail communica-This short line will give rail communica-tion to all the Bonanza district and the southern and eastern slopes of the rich Greenborn Mountains, Bonanza, Susan-ville, Prairie City, Canyon City and John Day will at once reap the advantage of reduced transportation on all classes of freight, including ores, concentrates, etc. Beyond the divide is a rich country. There are any number of mines and large Beyond the divide is a rich country. There are any number of mines and large stock ranches and the soil is adapted to agricultural production and horticulture. Burns will be benefited when the line reaches John Day, It will then be 55 miles from the railroad, and the long overland shipment of stock to Ontario will no longer be necessary. This is the most Burns can expect until it shall become the terminus of the road.

The miners, stockmen and other pro-

The miners, stockmen and other pro ducers of Western Baker and Eastern Grant will welcome the building of the with valleys from tributary streams at varlous places; all producing hay, grain and pasture, while the foothills on either 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 open-ing of Spring the roads have no bottom. This Spring not a wheel was turned for three weeks, and the mails had to be sent

Owned by Utah Capitalists.

The Sumpter Valley Railroad is owned by Utah capitalists. These same men own the Oregon Lumber Company of Baker City, the Baker City Improvement Company and the Oregon Sugar Com-pany, at La Grande. The Oregon Lum-ber Company has mills at Viento, Or., and Chenowith, Wash, besides the big mill at Baker City. These Utahans are among e most enterprising and progressive men in Eastern Oregon. Since their coming to Oregon, in 1891, they have invested \$1,500,-000. Their pay roll in Baker City amounts to \$10,000 a month. The building of the rail-road has contributed more than any other factor to the great development which has taken place in the gold fields. It im-mediately made a cut of \$2.50 per ton in ores, and permitted rock to be ship-ped that previously had no outlet.

Great Increase in Traffic. The road was built from Baker City to McEwen in 1891, and to Sumpter in 1895.

It is estimated by sheepowners that 200,—
ment insures a heavy output in the near
to be of the original incorporators
the hills along the John Day River and Dream and Bald Mountain areas heavy output in the near
future. The Ibex. Mammouth, Maiden's
the hills along the John Day River and Dream and Bald Mountain areas heavy output in the near
to be sheep are annually driven onto The growth of the country has developed 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. Until March 15 of 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 trains a day between Baker City and Sumpter-four each way. Four of these trains, two each way, are for passengers. The cars and equipment of the passenger trains are entirely new. In a little over two months 5000 passenger tickets have been sold and the mining season has not opened in carnest. Since January 1, 1899, the general traffic of the railroad has increased 400 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. Hurlburt, general passenger agent of the O. R. & general passenger agent of the O. R. & N., to the general development of this country. He says Sumpter Valley is adapted to alfalfa raising, which, of course, suits the country to stock-raising and dairying. When the timber is chared 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 the 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 and trustworthy data. The line was to have been called the Ba.

The line was to have been called the Ba.

Ker 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 sterritory as the proposed Inter-Mountain line, though the proposed Inter-Mountain line, though the routes are somewhat different. The report was not given to the newspapers e it was prepared, and is now pub-ed for the first time. It follows: he proposed road should be a standard

gauge, and follow approximately the for-lowing route: Commencing at Baker City, its general direction for about 50 miles is 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 Robin-sonville, the route should take a southeast course, crossing the divide to the head-waters of the middle tork 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 turns nearly due south, passing up Canyon Creek and crossing the headwaters of Silves River, with a water grade to Harney Valley. The whole distance from Baker City to Burns by this route is about 180 miles.

Harney Valleq; approximate haul, about 40 miles. Cattle, sheep and wool from Burns, Bear Valley, Canyon City, John Day Valley and the headwaters of Burnt River and Powder River; haul, from 40 to

18) miles. Fruit, hay, grain, flour and feed from Powder River, Harney Valley and John Day Valley to mining camps along the line; approximate haul from 40 capacity of 30 tons per day, and has been

and John Day Valley to mining camps along the line; approximate haul from \$\vert{v}\$ to \$0\$ miles.

2. Incoming freight—Machinery to mines, repairs to machinery, supplies for mills, powder, fuse, iron and steel, coal, oll and hardware; farm implements and machinery, merchandize, food and clothing of every description, to be used by the inhabitants in the western half of Eaker County and in Grant and Harney Counties. The development of the mines and agricultural resources demands and is causing a large amount of building of homes, mills and business houses. The absence of cedar for shingles necessitates the importation of large quantities from Puget Sound, which alone will be an important item of ingoing 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. throughout the whole section for years to come. Hardware for building purpers, furniture and fixtures will also be very

large as the country settles up. Passengers.

center for this entire section.

The prospecting for new mines 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 cost an amoun

during the next 20 years equal to one-half of the entire output of the paying minea

This requires vast quantities of machin-ery, supplies and food, and insures an increasing freight supply, by reason of the discovery and development of new

The lumber, logs and cordwood from the mountains to the valleys along the

Territory Controlled.

this route comprises a mineral belt at least 29 by 60 miles in extent, only a small portion of which has been developed, and which, by recent developments, promises

to rival the gold-producing camps of the

world in richness of mines and in extent

Timber.

At a point about 25 miles from Baker City, the yellow pine timber begins, and

with the exception of the valleys, the tim-ber continues to within 16 miles of Burns. This great belt of merchantable timber

is still intact. Black pine and spruce are found in the guiches and canyons, good

mining timber and cordwood being abundant for all purposes. Many saw mills are located throughout the entire timber belt, and millions of feet of lumber are

annually shipped to the cities along the O.

R. & N. and O. S. L. Railways. This

The first 30 miles of this route is through the Powder River Valley, which is from a few hundred feet to three miles wide,

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 nar-row and devoted to the production of hay

only. The timber lands throughout the entire section being free from underbrush,

thousands of sheep and cattle find a Sum-mer pasture in the great forest, where

shade and water are always convenient;

and the nutritious grasses of the hills are conducive of the best results. The John

about 16 miles, and narrows down to a

portation, will find a ready market in the

olumbia River, and pastured during the

Summer, being driven away in the fell. The object now is to keep nothing to sell

except livestock, which can be driven to

market. There are 100,000 head of sheep in

above mentioned, all belong ng to local

yon Creek, the route is through a forest of yellow pine, with a high valley where only grass and hay, with, posribly, rye, can be grown, the elevation being about 5000 feet. Bear Valley, Silves 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 fine quality of butter is produced, and the ranchers re-

The proposed line of road would find a suitable termination, for the present, near

the town of Burne, in Harney Vailer, This valley is about 40 miles wide by 80 miles long. It is crossed by the Silves River, which enters the vailey at the northwest corner and flows through a

level plain 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

controlls the entire timber belt. Agricultural Lands.

of territory.

The territory covered and controlled by

other 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, five carloads baving been shipped this season. The owners report that, with cheap transit, they could put 50 men at integrating the reserve for future use. In passing on to station No. 11 the route passes through a forest for 15 miles station at the end of the present narrow and reaches the headwaters of the John Day River. This station should be located and at Granite, located near the Cougar, Red Boy and Magnolla mines, 14 miles beyond Sumpter, is evidence of the growth and thrift of the pure air, fine mountain scenery, good fishing and hunting, will atract toursum doubled in population within the last year. At Sumpter there are large general merenger traffic will be large both ways, as Baker City is and will always be the supply depot and wholesa'e center, as well as the educational social and bus-

about 12 miles. This brings us to the Summer resort known as Austin. There are no mines at or near this station at present, except placers; 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 vailey. There will not be much market for lumber from this section for many years, but the from this section for many years, but the forests will be in reserve for future use.

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

25,000 head of streep, 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 15 cars per month for the year. The station at Prairie City will ship a like amount of feed and flour to the mines; or 15 cars per month.

At John Day City, 1,000,000 pounds of worl, 10,000 sheep and 10,000 cattle should be received annually, or 60 carloads per month, Feed, fruit and produce for the mines and incoming acpplies, including wool, lumber, etc., will be 15 carloads per

At Bear Valley the freight should be 5000 cattle, 10,000 sheep, 200,000 pounds of wool, together with daily products, and ncoming supplies, will aggregate 30 cars per month.

The station at Silver Valley should be equal to Bear Valley and require 30 cars per month. The wood and lumber station at Trout Creek will supply 30 cars per month for Harney Valley.

The terminus of the mad at Burns will

be the greatest depot for receipt of cat-tle and sheep; 20,000 head of cattle, 10,001 head of theep, 700,000 pounds of wool. This, with the incoming freight, will load 125 cars per month. This gives a grand total of 1436 of freight per month. This includes incoming, outgoing and local

This estimate is based on present development, and is what I believe to be the business of the road the first month after completion. I also believe that cheap transit once furnished the business would be quadrupled in five years. corroborate this statement, I will cite the development of the Sumpter Valley narrow-gauge business in the past five years, a logging train to a large passenger and freight business. A standard-gauge should double the present traffic, if built to Hanover, as a large amount of ore, concentrates and merchandise is now Baker City. For, when wagons are once baker City. For, when wagons are once loaded at the mines, from 10 to 20 miles beyond Sumpter, they may as well con-tinue to Baker City as to unload to a narrow-gauge car, and then, at Baker City, transfer from that car to a stand-

Cost of the Road.

It is impossible to any more than approximate the cost of such a line of road without an actual survey, and estimates based upon measurements. I place 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 measure-ments. 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 \$5000 for rails and ties; we thus have a cost of \$11,000 per mile exclusive of rolling stock and stations; or \$1,320,000 for 120 miles. There will be 80 miles of mountain work, some of which will be rock work. but there is no place where deep cuts or fills, or high tressel work, will be re-quired. The heavy timber will prevent snow slides; however, there will be a few miles near Cable Cove and Robinsonville where snowsheds may be needed, and other points where snowplows may be needed during January and February. 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 \$15,000; this, plus \$5000 per mile for ties and rails, equals \$29,000 per mile; or, \$1,000,000 for 80 miles. This makes the following total:

railroad and the mines; two hotels and many boarding-houses and lodging-houses are required to accommodate the travel-ing public. Such has been the increase in mining business within the last four months that building cannot keep pace

This sum, divided by 180, gives \$16,200 per mile for average cost of construction, leaving \$3500 per mile for oiling stock, stations, sidetracks and snowsheds, on a basis of in natural resources. | sidetracks and | The freight between Baker City and | \$29,000 per mile. Sumpter can safely be estimated at 35, carloads of logs and lumber per day, or 1000 cars per month. The mines of Hanover Station and Cable Cove, by esti-

A Short Cut. The main line of the road can be shortened 20 miles, much of the heaviest work avoided, and all possibility of snowsheds dispensed with by curving the route at Hanover station, and crossing to the Boing and incoming freight per month. The capture of the common of the capture of the c the headwaters of the middle fork of the John Day River at Austins by 30, instead of 50, miles, as herein described. This route would enter the forest at the headthe Bonanza district; but would not accommodate or develop by cheap transit the districts of Cable Cove, Ibex. Granite or stock interests at this station will average two cars per month. The mine at Susanville and the stock interests at Austin should demand four cars per month. Red Boy. Two Branch lines of the road each about 10 miles long, could be run to these districts, and the same results would the should demand four cars per month.

At Hot Springs station, at least 10,000 cat-tie, 10,000 sheep, 25,000 pounds of wool will be received each year; or, 60 cars per month. The hay, grain and flour to the mines will average 30 cars per menth dur-ing the Fall and Winter, or an average of 15 cars per month for the year. The would have to be made when th see no difference, if the branch

undeveloped resources, and the con of the development of the country territory in other states where new route can show double the visible free and many times the undeveloped resour and sources of production that can shown on any similar enterprise in

Last, but not least, when the road finished it will have no competitors, at will enjoy the fruits of its labors for an indefinite period of time. The terr tory is the most extensive and the riches in the four great staple wealth-producing enterprises that are today enjoyed by any single line of road, namely, farming, stock-

raising, lumbering and mining. -Feeling confident that my estimates have been conservative, and that investigation will verify all I have herein stated, I nd the enterprise as a feasible, practical and safe business proposition for the investment of capital,

COLLIER WILLAMETTE SUNK ttled to Save Her From a Lime

O. L. MILLER.

Fire-Damage \$3000. SEATTLE, April 19.-The big steam collier Willamette, operated between this port and San Francisco by the Pacific Coast Company, took fire today while loading at the King-street bunkers and was sunk in 30 feet of water in order to save her from the flames. The blaze originated in a large quantity of lime which she had just taken on as cargo. After an hour's work the officers and crew of the vessel were unable to stop the progress of the flames, and at 5:30 o'clock the fire department was summoned. Floods of water were thrown through the hatches, but, falling on the burning lime, only added to the combustion. It was decided to scuttle the vessel, and at 7:30 o'clock she sank, two port holes having been opened. A crowd of 5000 persons gathered to witness

the battle with the flames, The officers of the vessel and of her operating company say that the damage will not exceed \$3000. The machinery is said to be uninjured. The vessel is of iron, and only her woodwork in the vicinity of the place where the fire broke out, She will be raised at low tide tomorrow.

VANCOUVER, B. C., April 29.—The steamer New England arrived last night from the north with news of the finding of the larger part of an unknown ship in an unfrequented bay in the Queen Char-lotte Islands. She was a dismantled three-masted schooner, evidently of American build, and only recently wrecked. Her deck and stern had been smashed on the rocks, and the Indians had so completely looted her that no trace of her identity was possible.

Domestic and Foreign Ports ASTORIA, April 29.-Sailed-Tug Samon, with barge, for Gray's Harbor.

San Francisco, April 29,-Arrived-Steamer Curacoa, from Guaymas; steamer Mattewan, from Tacoma. Salled-Steamer Tillamook, for Tillamook; British steamer Robert Adams, for Nanatmo; British steamer Bristol, for Chemainus; bark Gatherer, for Tacoma.

MOVING PICTURES.

If you have not decided how to go to Chicage, go to see the handsome moving pictures, now on exhibition, free, at Union Pacific ticket office, 15 Third street.

Chicago Tribune.

Pale with astonishment and mortification, he arose and confronted the young "Your answer, then, Glycerine McCurdy,

is 'no,' is it?"
"It is, Mr. Wellon," she rejoined, with comething like scorn.
"It is not what I had a right to expect from you, heartless coquette!" "Oh, it isn't!" she said, mockingly, "It

"Yes." he said, buttoning his cont and you good evening, Miss McCurdy.'

RAILROAD PROJECTED THROUGH A RICH VIRGIN COUNTRY IN EASTERN OREGON.

Day Valley is one of the most fertile val-leys in Oregon. Its greatest width is and I consider that Cable Cove will be one of the most important stations for freight on the entire line. The ingoing freight to on the entire line. The ingoing 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 few hundred feet in a few places. In length it extends 60 miles, and is well 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. Corn. tomatoes, potatoes, apples, pears, peaches, plums, cherries and all kinds of 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 mining camps and cattle ranches in the surrounding hills. At present two flouring to the headwaters of McCullough Creek, a tributary of Powder River. The station mills are kept busy to supply the local at this point would receive and discharge demand, no flour being shipped from the valley.

at this point would receive and discharge freight of several mines, none of which is at present shipping ore. Their developdeveloped properties, have good hoisting machinery, and development work is pro-gressing rapidly, with ledges of pay ore developed and ready for new mills. This station would be for miners' supplies, ore,

concentrates, building material, e c. Crossing the divide the road will pass through the Granite district, passing close to the Monumental, Buffalo, La Belvue, Magnolia and Cougar mines. This station, No. 6, should be in the vicinity Cougar and Magnolia mines, with, per-haps, another station near the Monumen-tal. The Monumental and a few other mines in the same vicinity are silverproducers, and, while they have produced considerable in the past, will remain idle until cheap transit makes it possible to

At the station near the Cougar mine, the port that the entire product is consumed by travelers, freighters and sheeptenders. The timber belt continues without under-brush and the pasturage for sheep and cattle is as heretofore described. The freight for the Magnelia, Cougar and other mines now in process of development will be received and discharged. A struction, with a capacity of 60 tons of ore per day, on the Magnolia. A cyanide rol er plant is about completed on the Cougar mine; capacity, 250 tons per day. 4 am informed this mill will do custom work for other properties in the same locality. name condition prevails all along the Silves River to within 16 miles of Harney Valley, where the timber ceases and the foothills become rocky and grad-ually slope to the valley. The mining territory here is very exten-sive, and the Cougar mill will doubtless

be a great developer. Passing on from Station 6 to 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. At the Red Boy mine the road would tap another extensive mining district of which, at present, the Red Boy is the chief producer. This mine is plant, reducing 70 tons of ore per day.

The May Queen has a 10-stamp mill under process of construction; capacity, 33 tons per day.

There are 76 partially developed mines in the vicinity of the Red Boy. Several of these have been sold and are history developed.

are being developed.

Following up Clear Creek e'ght miles, station No. 8 should be located to receive the business of another mining district, of which the Little Giant 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

The Vandana group is being developed, and at least 100 other partially developed properties are receiving much attention and development, which indicates that another year will witness several shipping mines in operation at this station.

Leaving the Clear Creek mines, the read

hould cross the divide to the famous Bonanza district which, for eight years, has be n a steady producer, increasing in value with depth. The Bonanza has recently been sold, and its 20-stamp mill increased to 40 stamps; capacity, 30 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 re-quires about 20 tons of freight per month; quires 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 save the Empire and Richmond mines. Here, development work is being pushed to out the ledge of the Bonanza mine. The 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 prospects and partially developed mines. Some of the producers have been the Don Juan, Virginia, Banzette, Pyx and Phoenix.

From the Bonanza district to station

work taking out shipping ore in one will have a large passenger traffic during chandles stores, hardware stores and feed stores. There are many partly the Summer and Fail. At this station developed mines very near this station will be received and discharged the businces of the country in the direction of

> the hot springs, and all the country ly-ing between is a vast cattle and sheep range, interspersed with small fertile valleys. The section that will make Hot Springs, or station No. 11, its railroad point, contains at least 2500 square miles. The flour, vegetables and grain that will go to the mines from Upper John Day Valley, together with the stock shipments

The road will continue on the east side of the John Day River, and 10 miles down the valley from Hot Springs, at a point opposite the mouth of Quartz Guich, near the present town of Prairie City, should be located station No. 12. At this station and with the development of the coppe vill be the product of the mines and min

City, and will be the distributing point for John Day Valley for 50 miles west; from Fox Valley and Long Creek to the northwest, the same distance. It will be

and stock ranges. The population of Grant County is 6500, all of whom live at points tributary to some station along this line. Canyon City, the county seat, is located two miles from John Day, on Canyon Creek, and has a population of about 300. There are about 9000 head of horses, 150,000 head of sheep 20,000 head of cattle and 2000 head of hogs in Grant County; gross value of same \$2,280,000.

follows Canyon Creek to the summit, and

freight station for the shipment of cattle, sheep, wool, lumber and dairy products. It will be the railroad station for the ountry west to the town of Izee and the towns of Pauline and Hardin, a distance of from 20 to 50 miles, a country admirably adapted to stock-raising and dairy-ing. From station No. 14 the road follows Silves River to Silves Valley, where station No. 15 should receive a class of freight similar to that at No. 14, in Bear

oint best suited to receive the busines from Trout Creek Valley and the mines located at the head of the creek; also to handle the lumber business that will be carried on near this station to supply the demand in Harney Valley, which mus depend upon the wood and lumber from this section. The town of Burns, in Harney Valley, with a population of 800, consumes 8000 cords of wood annually, for which they pay \$2 per cord freight, or \$5000 per year. With the settlement of Harney Valley, which must get its wood and lumher from this station, the freight in these two keens alone will be very large.

ber from this station, the freight in these two items alone will be very large.

We now make a last run to Harney Vailey and locate station No. 17 on the edge of an inland empire of fertile land. Harney Plains, with its 2,000,000 acres of land suitable for irrigation and cuittivation, watered by many streams crossing it from the surrounding mountains, will at once, with cheap transit, become the feeding ground and "round up" for all the cattle, sheep, home and mule runches of Southeastern Oregon, for a distance of from 80 to 100 miles to the east, south and west of Burns, a territory which today has a population of but 3500 people and is capable of supporting 50,600.

"30 Minutes in Havana

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

mates based on actual results of certain

mines, will require 20 carloads of outgo-ing and incoming freight per month. The

cars per month to supply their needs. The three producing mines of the Red

cars per month. The mines of the Bo-

nanza district will furnish demand for

While La Preferencia cigars cost the dealer more than other cigars retailing at the same price, yet the smoker pays no more for them than for inferior cigars.



10c. and upward.

At high-class dealers.

Trade S. SICHEL & CO., Distributers for Portland.

S. BACHMAN & CO., General Agents, San Francisco.

THE HAVANA-AMERICAN CO., MAKERS.

Character of Freight.

The character of freight may be classi-1. Outgoing Freight-This will consist of ore and concentrates from the mines and the smelters by way of Baker City; ap-proximate haul, 40 miles. Lumber, log-and cordwood to mills of Baker City and

a few feet above the water in Malheur Lake and almost on a level with the water in the Silves 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 lakes 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 dimin-ished by evaporation and absorption. The Harney plain contains 200 rquare miles, or 2,000,000 acres of arid land, all tiliable

if brought under irrigation. Freight Considered by Sections, First section. Baker City to Hanover: distance, 37 miles. The first section of 37 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 function of Cracker Creek and 31 at the function of Cracker Creek and Silver Creek, the only resources that will furnish freight of any consequence is lum-

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 which there are many partially developed properties. The mines are from one to four miles distant from Hanover.

The Golconda mine has a mill with a capacity of 100 tons per day, and the mine

capacity of 100 tons per day, and the mine is well developed, showing not only large ledges of milling ore, but grows better with depth, and is now classed among

Drewsey is located 45 miles south of

and passenger traffic, will make station il one of the most important and profit-able stations on the road.

portant station for the shipment of wool, sheep and cattle, and a distributing cen-ter for incoming supplies.

Station No. 13 should be near John Day

the receiving station for outgoing freight for a territory covering at least 2000 square miles—a territory abundantly productive of agricultural products and the choicest fruits, as well as ranges for cattle and sheep. The valleys are settled and well tilled. The town of Long Creek has a population of 800, and is in a thriving and presperous section. John Day City and Dayville are in the John Day Valley

miles above Canyon City. It will not be an important station, except for wood logs and lumber to supply the John Day