

MINES TO GO DEEP

Plans of the Great Eastern Oregon Properties.

MAY SINK TO 2000 OR 3000 FEET

Development Has Proved that the Ore Increases in Value and Volume with Depth.

SUMPTER, Or., May 7.—Gold mining in Eastern Oregon is passing out of the "hopeful" or experimental stage and into the stage of development. It costs money to delve deep into the bowels of the earth, and doubt of the profitability of this character of work has heretofore retarded its progress. There was no certainty that the bodies were deep down or, if they did, that they retained the values found near the surface. Many including men who professed to be mining engineers of experience, were of the opinion that the mineralized belt was comparatively limited in extent. The development of the past few years has clearly demonstrated that Eastern Oregon is the largest gold belt in the world.

Getting Ready to Sink. Every mining property of prominence in this country is getting ready to sink deep. Two mines which are in a position to do this class of work are the North Pole and the Red Boy. The lower level in the North Pole is now 1000 feet below the surface. It is an encouraging feature in that the value of the ore shows more free gold than at any higher point. E. J. Godfrey one of the owners of the Red Boy, is a firm believer in the fact that the value is the only thing to do now that it has been proven that the ledge goes down, and that values increase with depth.

Goconda Buys Machinery. At the Goconda, the value of deep mining is well understood. Goconda work has proved that the value of depth has added 20 per cent to the value of the ore. At the surface the chutes were low grade, but at 200 feet they began to get high-grade. They have increased in size and value with depth. This is true of the Columbia and other mines in Cracker Creek district. The formations were subject to leaching near the surface. It is believed that the depth of its 600 feet of depth, is below the limit of leaching.

Results at the Columbia. The Columbia mine lost money until deep mining was begun. The three-compartments that it has been found that the ore radically changes with depth, and becomes more profitable for concentration and stamp milling. Below the line of oxidation heavy sulphides carrying copper are present. "Each property in the country is a problem in itself," said Frank S. Baillie, general manager of the Columbia. "Through development it is absolutely necessary before a dollar should be invested in machinery. The character of the ore is likely to change with depth, and in such cases machinery not suited to the ore is a dead loss."

GOLD IN DOUGLAS COUNTY. Digging Which Turned Out \$1000 in 20 Days. H. W. Holden, who owns mining lands in Douglas County, was at the Perkins yesterday. He predicts that Oregon will turn out more gold within five years than Alaska will, with all the talk about Nome. He exhibited two vials of gold, taken from a placer mine at the junction of Cow Creek with the south fork of the Umpqua, where one man had taken out \$1000 in 20 days by the primitive sluice-box process.

INSANE ASYLUM REPORT

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Marion County School Statistics—Early Sheep-Shearing—Naval Militia Cruise.

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Estimated value school-houses. Value of school furniture. Value of apparatus. Insurance. Property. Average salary, male teachers. Average salary, female teachers. Salary of principals. Funds in the hands of clerks at beginning of year.

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Will Meet Frase Men. Charles Long, director for Marion County of the Cured Fruit Association of the Pacific Northwest, has arranged to visit several of the fruit-producing sections of the county in the interests of the association. The association's work has been so successful that many of the growers from being present at the meeting a week ago, when a large number of the growers signed up to handle the purpose is to hold local meetings, where the growers of each vicinity may attend without inconvenience to their work. He will be prepared to explain any clauses of the association contract that may not be fully understood, and will give all growers a chance to sign the contracts. The date for his meetings are as follows: Liberty, May 14, 7:30 P. M.; Rose-

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Principality is Behind Her Record—Dovenby Hall Arrives From Shanghai—Sealers' Good Catch.

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There are still four December ships from Portland to be heard from, and five from San Francisco. Fugate Sound, as usual, is in the rear, and none of the December fleet from Tacoma or Seattle for Europe has arrived out yet. The fleet from the Pacific Coast to Europe in December included the vessels, of which Portland dispatched 15, San Francisco 14, and Seattle and Tacoma four vessels. The January fleet from the Coast for Europe included 21 ships, of which Portland dispatched 14, San Francisco 12, and Seattle and Tacoma one.

American Registry Wanted. Hawaii Feels the Need of a Free-Ship Bill.

WASHINGTON, April 29.—In reply to the arguments advanced to Congressman McCloy and others, in opposition to granting American registers to vessels engaged in the Hawaiian trade, particularly with reference to vessels in the North Pacific, several answers have been made. These answers have not been made on behalf of the steamer Garonne, which has been given the American flag by a special act, but with a view to securing legislation either in the Hawaiian bill or in a special bill for a number of vessels that were given the Hawaiian flag prior to the act of August 13, 1898. Among this number are the following: Falls of Clyde, Star of Russia, Star of Bengal, Willcott, Eutrope, Star of France and Star of Italy.

Of this number all but the Star of Italy and the Star of Bengal were included in the Hawaiian bill when that measure was in the hands of the conference committee, and had it been included in the Hawaiian register had been considered in both branches of Congress. Since August 13, 1898, it is held that Hawaiian citizens and Hawaiian vessels have become American along with the acquisition of the territory, and that in forfeiting or benefitting the few vessels to be fostered by special legislation, Congress is doing no injury to American shipping, because it is legislating for its own, and that every benefit and assistance that was given to American shipping heretofore should now be given to these Hawaiian vessels to those coming under the previous laws of Hawaii.

It is claimed the sailing vessels in question were purchased and utilized in moving the crop of 1929, there being meanwhile a very strong demand for more vessels to move that crop. Inasmuch as the Hawaiian flag also was used in moving the crop, and sovereignty having ceased to exist, and now being without any flag save that of the United States, it is held that these vessels are to be used in the Hawaiian trade, and have been practically so used since August 13, 1898. American vessels, though not protected by the Hawaiian flag, and only entitled to the flag of the Hawaiian government, which does not exist, it follows that these vessels, if American registry is refused as asked for, will be left without a flag or the right to engage in the Hawaiian trade, and liable to confiscation wherever they may appear. It is asserted that some method should have been devised at first by which these vessels, which were transferred to us under Hawaiian laws, might have the protection of the American flag, but that very important provision was overlooked or forgotten in the amendments and the Hawaiian Commission, hence the necessity of this legislation.

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News of the home-coming sealers formed the most important feature of the Willapa budget brought from the West Coast yesterday, says the Victoria Colonist, while the steamer had also aboard 146 seals (the catches of the Favorite and the Annie E. Paint), and the crew of the latter schooner, who had been left at Clifton, where her 700 skins were transferred to the Willapa. Captain M. Leon, of the Favorite, who also came home by the Willapa, reports picking up the mast of a sealing boat, with two guns washed to the wreckage. It is supposed, however, that the crew of the latter schooner was found to have consisted of two Indian boatmen and a half-breed hunter, Al McDonald, whose home is at Alberdi. Of the fleet now inward bound, the E. B. Marvin has 654 seals, the Viva 708, the Umbria 708, Triumph 400, Dorra Steward 567, and Arletis 708. Several ships at 1000, which will no doubt be improved upon when the completed totals are obtained.

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Duffy's Pure Malt Whiskey



The World's Greatest Medicine

For forty years eminent physicians have prescribed it. It has been tested thousands of times by the world's most eminent chemists. The decision was always the same: "Absolutely pure." As a tonic it is better than all the combinations of drugs that could be compounded. It is not only a stimulant—it is a medicinal food, and is recognized as such by physicians. A leading New York doctor said: "Duffy's Pure Malt Whiskey is a form of food already digested." A bottle in the house will save suffering—perhaps life itself.

Guarantee: "We guarantee that the most sensitive stomach will retain Duffy's Pure Malt Whiskey when it will retain no other stimulant or nourishment."

Every bottle of the genuine bears a brei-registry revenue stamp. All druggists and grocers, or a bottle will be sent you, express prepaid, on receipt of 10 cents. Send for free book of information. DUFFY MALT WHISKERY CO., NEW YORK, N. Y.

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DAILY CITY STATISTICS.

Real Estate Transfers. Amle G. Shofner and husband to Harry L. Knott, Mrs. Maggie McArthur and Annie Terry, 2 acres, Grange No. 2, block 2, lot 1. E. J. May to George M. Hawes and wife, lots 2, 4, 6, 8, 10, 12, Henry's addition, block 2, lot 2, section 2, T. 1. S. R. 2 E., May 2, 1929. \$2000.00

Custom-House Statistics. The report of the Collector of Customs for this district for the month ending April 30, is as follows: Vessels entered from foreign ports, 2; Vessels cleared for foreign ports, 6; Vessels cleared for domestic ports, 12; Entries of merchandise for duty, 56; Entries of merchandise free of duty, 12; Entries from warehouse for consumption, 1; Entries for immediate transportation without appraisement, 88; Entries for warehouse liquidated, 23; Certificates of enrollment granted, 6; Value of domestic exports, \$402,768.00; Receipts from all sources, \$2,825.21; Duties on imports, 12.27; Fines, penalties and forfeitures, 12.27; Miscellaneous customs receipts, 181.85; Official fees, 34.00; Total, \$3,282.42; Refunds and drawbacks paid, \$57.46.

Grain Fleet Working. The British ship John Cook, after taking aboard about 1000 tons of wheat, she is working yesterday, and the ship at the elevator dock was also receiving cargo. The Sylind, the latest arrival in the river, was discharging ballast at the Sand Dock. The Alton is still on the free list at Astoria, her cargo, apparently having great faith in a better market for ships.

Domestic and Foreign Ports. ASTORIA, May 7.—Arrived—British ship Dovenby Hall, from Shanghai; condition of the bar at 5 P. M., rough; wind, south; weather, cloudy. Arrived—Memmouth ship, from Portland. Arrived—Schooner Monterey, from Coos Bay. Arrived—Ship Astoria, from Astoria.

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Births. May 4—Joseph M. Charleston, age 2 years 5 months; St. Vincent's Hospital; gunshot wound. May 5—Boy, to the wife of Delmar Shaver, 15 North Twentieth street. May 7—Girl, to the wife of Peter L. Mackenzie, 348 Second street. May 6—Girl, to the wife of Harry A. Zelma, 372 East Eighth street. May 7—Boy, to the wife of Albert E. St. John, 142 Stanton street. May 4—Boy, to the wife of A. J. Clark, 623 Albina avenue. April 10—Girl, to the wife of Charles L. Olson, city. May 4—Boy, to the wife of Bruce E. Farrar, 55 Williams avenue.

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