# FOUR FLOUR SHIPS

## February Exports Make a Good Showing.

### ALMOND BRANCH AGAIN AFLOAT

**Big Steamer Is Pulled Out of the Mud and Meets Further Trouble—Moving Columbia River Lightship —Skarpsno's Lost Manifest.**

The British steamship Buckingham, which was released by the Government several days ago, and has since been lying idle in port, cleared yesterday for the Orient by way of Puget Sound, with 12,855 barrels of flour, valued at $36,000. While scores of vessels have in the past come around from Puget Sound to secure full or part cargoes of wheat, flour, etc., this is the first case on record where a steamer went from Portland with a part cargo to finish out on the Sound. The reason for this singular move is on account of the accident to the steamship Goodwin, which was obliged to put back after leaving the Orient, and her nonarrival has caused an accumulation of overland freight at Tacoma.

February was a short month but, despite this fact, Portland succeeded in dispatching four steamships with flour, three of them going to the Orient, and one to South America. The increase in facilities, however, has not kept pace with the demand for space on the steamers, for during the month just drawing to a close Portland dealers sent over 20,000 barrels of flour to the Orient by way of Puget Sound, and over 25,000 barrels were shipped to San Francisco to go foreign or take the place of flour which was sent across the Pacific. The advent of the new line to the Orient will enable Portland to secure credit for much of this business which is now credited to the ports from which it is last shipped, and not to the port where it originates.

#### ALMOND BRANCH FLOATED.

**Hoodoo Still With Her, Though, and Propeller Is Fouled With a Line.**

The big British steamship Almond Branch was released from her resting place over on the east side of the river yesterday morning. The hoodoo which is hanging over the craft "still is sitting, still is flitting" around her decks, however, and in backing out of her last previous scrape, she backed into another by picking up a steel cable with her propeller, jamming it so tight that the big screw refused to revolve.

The Harvest Queen went up to help the Gamecock drag the big steamer out of the mud, and the presence of this craft alone prevented another costly rampage around the harbor. A big steel cable, used in making the vessel fast, trailed over the stern and was picked up by the propeller. It was wound up so tight that it brought the engines to a dead stop, and about the same time the Gamecock's wheel got tangled up in another line. This left the big steamer helpless, and she started to drift down on a fleet of Kamm's stern-wheelers, which were lying at Taylor street. The Almond Branch is a veritable bull in a china shop when she starts to mix matters with light river steamers, and there was a great scurrying of the latter as soon as it was learned that she was helpless. The Harvest Queen held her, however, and she swung into the dock without doing anything worse than to carry away the flagstaff from the stern of the Athlon. Lines were sent ashore in the meantime, and the steamer was made fast at the foot of Salmon and Main streets. It was expected to free the big ship from her latest trouble last evening, and if all goes well she will resume her journey through the bridges this morning. The bridge was open to foot passengers yesterday, and is apparently not so badly damaged as at first reported.

#### COSTLY SAVING OF TIME.

**Series of Accidents Befall Skarpsno's Manifest of Cargo.**

The attempt of the steamship Skarpsno to save a few hours' time in leaving the Orient on her last inward trip, has resulted in an apparently endless amount of trouble for her agents, and the consignees of the Eastern freight which she brought. In her haste to get away from Yokohama the steamer left without the copy of her manifest, which shows the names of the consignees and the destination of several thousand packages of freight. This manifest was sent forward on the steamship Goodwin, en route for Puget Sound, but when the steamer was disabled, and put back to port for repairs, the manifest was taken out of the mail and sent on the unfortunate steamship City of Rio de Janeiro, which went down in San Francisco harbor last Friday morning. Meanwhile the freight is held up indefinitely, it being impossible to do anything with it until duplicate manifests can be received from the other side.

#### MOVING THE LIGHTSHIP.

**Stranded Vessel Has Progressed One Hundred Feet Inland.**

Captain Roberts, who has the contract for moving the lightship from its resting place on North Beach sands, to Baker's Bay, was in the city yesterday, and reports very satisfactory progress. The vessel has been lifted out of the sand, and moved inland over 100 feet, and at the rate of progress now being made, the craft will be in the waters of Baker's Bay several days ahead of contract time. The plan of moving the ship overland was discussed at the time she was first wrecked, and from the success the last contractors are enjoying, it is apparent that the ship would have been back on her station months ago if this plan had been carried out from the start. No difficulty is experienced in lifting the ship high enough to clear the slight rise in ground between the ocean and the bay, and the work is progressing on much the same lines as a housemover's task.

#### ELM BRANCH SALVAGE.

**Puget Sound Disaster Costs Underwriters Many Thousands.**

The Almond Branch is not the only member of the Branch family which is interesting the underwriters at the present time. The Puget Sound Tugboat Company, which towed the disabled Elm Branch into Puget Sound a few months ago, has just been awarded $8000 salvage for passing a line to the disabled steamer from the tug Tyee. The decision was handed down by Judge Hanford, at Seattle, last Saturday, and in it he makes the following award to the crew:

Bailey, captain, $800; mate, $300; chief engineer, $300; second engineer, $200; each of the 10 members of the crew, $75; the Chinese cabin boy, $25.

#### BIG TILLAMOOK CARGO.

**Schooner C. H. Wheeler Carries Over Half a Million Feet of Lumber.**

TILLAMOOK, Or., Feb. 22.—The tug Geo. R. Vosburg and the lumber schooner C. H. Wheeler, belonging to the Nehalem Transportation Company, the latter having on board a little over 500,000 feet of spruce lumber, left for San Francisco this afternoon. This is the first cargo of lumber shipped from Tillamook City and the largest vessel ever here. The schooner is 145 feet in length, and this is her second trip from Tillamook, her first cargo of lumber having been loaded at Nehalem and she made a quick run to San Francisco and return in tow of the tug. Mr. J. A. Taft shipped the lumber, which was manufactured at the Tillamook and Davies' mills.

The recent improvements made by the Government in Hoquarton Slough now make navigation safe for vessels with the above carrying capacity, and no difficulty was experienced in towing the C. H. Wheeler down the slough and to sea. On the return trip the schooner will load freight at San Francisco for the merchants in Tillamook City, as freight charges are considerably lower from that city by this line of boats than from Portland and Astoria, consequently they are taking advantage of them and ordering their goods from San Francisco instead of Portland.

#### VERY GAUZY YARN.

**A Montreal Faker Discovers Shipwrecks Never Heard Of.**

MONTREAL, Quebec, Feb. 25.—Harry A. Scott, chief steward of the steamer Rio de Janiero, who was among the lost in the disaster at the Golden Gate, was a son of a farmer at Brandon, Manitoba. His friends had often predicted such a fate for him, but he laughed at them and pointed to his record. During his 10 years' service at sea he saw four ships wrecked and each time escaped in safety.

When 19 years old, in June, 1890, he shipped in the steward's department on the old Islander, of the Canadian Pacific line, trading between Victoria and Vancouver. In less than a year the Islander was on the rocks off Plumpas Pass.

Scott soon found a place as watchman on the steamship Queen, of the Pacific Coast Steamship Company. For nearly two years the ship had ordinary sea luck. Then, one foggy night, the Queen foundered on the rocks off Sitka, Alaska.

Bedroom steward of the steamship Mariposa, of the Oceanic Company, was Scott's next billet. The Mariposa was caught in a cyclone between Sydney and Auckland and had been given up for lost when she limped into port a wreck. On another trip, while Sarah Bernhardt and her company were aboard, there was a mutiny on the Mariposa, in which the steward's department sided with the officers and beat the rest of the crew after a hard fight.

Scott's next berth was assistant steward on the Pacific Mail steamship City of New York, trading from San Francisco to Panama. On the 13th trip the vessel went ashore on the rocks off the Golden Gate. Many lives were lost. Scott helped save the passengers. The company recognized his heroism by appointing him chief steward of the Rio de Janeiro. On the first voyage on the ship the machinery was disabled, and she had to refit at Hong Kong. She ran into a typhoon on the second trip and was blown 1000 miles off her course. Her third trip with him as chief steward ended on the Golden Gate rocks last Thursday.

The foregoing is mostly "rot." The Islander was never wrecked anywhere. She struck a rock in Plumper's Pass in 1895, but did not sustain serious injuries. The steamship Queen never foundered on the rocks off Sitka and the Mariposa was never anywhere near being a wreck. The City of New York did not go ashore on her 13th trip. The yarn is decidedly gauzy.

#### Valuable Bullion Cargo.

NEW YORK, Feb. 25. — The British steamer Chatton arrived in the harbor yesterday from Tampico, with a cargo consisting wholly of lead bullion consigned to M. Guggenheim's Sons for their smelter at Perth Amboy. The percentage of gold in the lead is valued at $30,000, and of silver amounts to 520,000 ounces. The whole cargo is valued at between $450,000 and $500,000.

#### Domestic and Foreign Ports.

ASTORIA, Or., Feb. 25.—Arrived down at 8 A. M., British ship County of Dumfries; at 2:50 P. M., British steamer Buckingham, for Hong Kong and way ports by way of Puget Sound. Condition of the bar at 4 P. M., obscured; wind, east; raining with fog.

Seattle—Arrived Feb. 24.—Steamer Port Albert, from Manila.

Honolulu—Arrived Feb. 16.—Ship Chas. E. Moody, from Tacoma; bark Carrollton, from Tacoma; schooner Charles E. Falk, from Gray's Harbor; schooner Reporter, from Gray's Harbor. Sailed, Feb. 15.—Ship Roland, for Puget Sound.

Nanaimo, Feb. 25. — Arrived—Steamer Milton, from San Diego.

Yokohama—Sailed Feb. 7.—Ship Niobe, for Oregon.

Shanghai Feb. 25.—Cleared—Bark Collingrove, for Port Blakeley.

Seattle—Sailed. Feb. 23.—Steamer Dolphin, for Skagway.

Umpqua—Arived Feb. 22.—Schooner Beulah, from San Pedro.

South Bend—Arrived Feb. 24.—Schooner Azalea, from San Pedro.

San Pedro, Feb. 25.—Arrived—Schooner Corona, from Everett; schooner Alcalde, from Port Blakeley.

Mororan — Arrived Feb. 23.—Steamer Caithness, from Tacoma.

San Francisco, Feb. 25.—Arrived Steamer Titania, from Nanaimo; barge Washougal, from Astoria. Sailed—Steamer State of California, for Victoria.

Alexandria, Feb. 25.—Arrived — Auguste Victoria, from New York, via Port Said.

Gibraltar, Feb. 25.—Sailed—Hohenzollern, from Genoa and Naples, for New York.

Glasgow, Feb. 25. — Arrived—Astoria, from New York.

Naples, Feb. 25.—Arrived—Fuerst Bismarck, from New York, for Genoa.

Liverpool, Feb. 25.—Arrived—Belgenland, from Philadelphia.

Sydney, Feb. 25.—Sailed—Miowera, for Brisbane, Honolulu and Vancouver.

Dyspepsia makes you nervous, and nervousness makes you dyspeptic; either one renders you miserable. Carter's Little Liver Pills cure both.

Hood's Sarsaparilla is not a cure-all; but it cures all blood diseases. Take no substitute.

# GOLD HILL MILL STARTED

**AN EASTERN OREGON MINE FROM WHICH MUCH IS EXPECTED.**

**Development Has Been Prosecuted for Past Four Years With Scarcely Any Returns.**

BAKER CITY, Feb. 25.—A 10-stamp mill was started last week on the Gold Hill property, 20 miles south of this place, four miles from Durkee, on the O. R. & N. line. Few mines have been developed in that region. Except the old Connor Creek mine, on the Snake side of the ridge, there is no other property in that vicinity that ranks as a producer, and it has been so long since the Connor Creek property enriched its owners that it is comparatively unknown. The starting of the Gold Hill mill is taken to mean much. Those best informed on the district are of the opinion that it will be followed by the installment of machinery and development of other properties.

The Gold Hill has a unique record. For four years its owners have been steadily prosecuting development work on the property, acquiring adjacent claims and laying plans for extensive operations. During this long period there has been a constant outlay, and but for a very brief period, when a small quantity of rich ore was worked, there has been no income from the mine. The record reveals a confidence and patience seldom exhibited except where properties give absolute promise of great returns, and this assurance on the part of the owners is the natural explanation of their course. If the ground contained a mine, they were determined to find it. To any one permitted to pass through the elaborate system of development work, now far advanced, no doubt will arise that the Burnt River Gold Mining & Milling Company has a mine. A most conservative prediction is that the Gold Hill will be among Eastern Oregon's prominent producers.

An excellent tunnel site has been chosen for the base of development work done under the present management, of which Colonel James A. Panting is the guiding genius. He holds the office of manager, and has full charge of the work. The main tunnel is driven into a hill, affording, beneath the apex, 1000 vertical feet. This tunnel is now in a distance of 2159 feet, giving a depth of between 600 and 700 feet. From the main tunnel drifts and crosscuts have been run on both sides, opening up leads intersected.

The first tunnel to the right, after entering, was started off after a stringer that showed fair values. After following this for about 300 feet a big ledge, called the Contact vein, was encountered, and the drift was driven on its foot wall for a distance of 600 feet. At this point, a crosscut, on which work is still progressing, was commenced. Already the crosscut is over 15 feet in length, and the hanging wall of the big ledge is not in sight. Along the course of the drift on this ledge, and for the distance traversed in the crosscut, a good quality of low-grade ore was found, which can be handled profitably in a large mill operated on very economical plans. The last four feet of the crosscut has been in a rich pay streak of base ore that now promises to be a mine within itself. The crosscut is now in what appears to be a horse, against which the pay streak lies. As there is none of the heavy talc found in other parts of the mine on the walls, Colonel Panting is confident that the formation encountered is simply a horse, and expect on the other side of it to enter again into ore, perhaps a continuation of the rich pay streak already encountered. He states that no surface indications of this mammoth ledge were found, and it does not seem to lie in the right direction for the main lead or outcropping mother lode, for which the main tunnel is being driven. Professor J. J. Liddy, who is now engaged by the company, pronounces the conditions of the vein discovered exceedingly favorable for extensive development soon. The granite foot wall and formation above are regarded as strong marks of permanent and good values.

The next drift from the main tunnel, after the Contact drift, is on the Spring Gulch vein, to the right. This is a small vein, averaging less than three feet in width where opened up, but is the richest ore found in the Gold Hill mine. The ore milled from the property was taken from the Spring Gulch. Immediately after the Burnt River Gold Mining & Milling Company took charge it milled a quantity of ore taken from this vein, realizing $16,000 from the patch. This ore averaged $27, mill tests, and was taken from a point near the surface. Deep sinking is expected to increase values, although as the water line is close, the free-milling qualities will doubtless change to base. Over 400 feet of drift has been driven on this vein, and a small amount of stoping done near the main tunnel. It is the purpose of Colonel Panting, soon as the main tunnel cuts the mother lode and a sufficient test is made in that direction, to sink on the Spring Gulch, by means of a winze in the main tunnel. By the time he is down 250 feet, he believes this most promising body of ore will be much wider and a marvel of richness.

A tunnel continued from the east drift on the Spring Gulch crosscuts the formation about 600 feet and encounters an immense body of low-grade ore. One body is known as the Jumbo vein, which runs from 10 to 20 feet in width, and has assayed about $6 free milling. A drift has been driven along this vein for a few hundred feet to develop its length. Adjacent to this is a blanket of mineralized rock, from 300 to 400 feet wide, which has assayed about $3. Much of this body is a sort of quartzite. Through it run stringers or seams of quartz, some of which contain good values. From the work done in the tunnel cutting the body, it appears the entire blanket could be worked in a large mill adapted to treating low-grade material. If such is ever found to be the case, the ore could be quarried, rather than mined, as there is a great mass of it.

The main tunnel cuts the Gone Goose vein a short distance beyond the Spring Gulch. A drift 350 feet in length has been driven on this ledge, with the result of opening up some good ore. An upraise of 200 feet from the drift has been made, and on either side enough stoping done to test the general character of the body. It is the purpose to upraise here to the surface for air, and to demonstrate more fully the amount of ore between the drift and surface, a distance of 675 feet. Should ore continue as now indicated, a large quantity of it, giving good values, will be available here for the mill. Most of the Gone Goose ore is free milling.

The face of the main tunnel is nearly 700 feet below the surface. Between the veins mentioned and where work now is, there are three or four veins of varying size which are unexplored. One of these is 25 feet wide, and give assay values about the same as the blanket of mineralized rock lying off to the east. Within the next 275 feet, it is expected that the mother lode will be cut, as enough surface work has been done on it to give a fair idea of the dip. A peculiar incident found in the main tunnel is the presence of a well-defined stringer along the side, which continues through the different veins heretofore cut. This is believed to lead direct to the mother lode, where great things are expected to be found. On the surface this big vein shows a width of about 20 feet, and has assay values of $4. This is taken as a sufficient guarantee of good showing with greater depth which will be had when the big tunnel cuts it. If the vein is perpendicular, there will be over 1000 feet of backs.

What bewilders any one entering the Gold Hill is the maze of veins cutting through the ground. As in the case of the blanket, where there is no defined vein, all the rock seems to be highly mineralized. A veritable network has been cut by the big tunnel and minor crosscuts from the sides. On the entreme right is the Contact, next to it the Spring Gulch, then the Jumbo, the Blanket adjacent, then the Gem, Bonanza, Senator Jones, Gone Goose, Judas and Lookout, all of which have been cut at considerable depth. Those yet to be tapped, but known to exist from surface work, are the Old Jerry, Tellurium and the mother lode. The strike of the big vein is northeast and southwest, as is usual with the large ore bodies in this region.

At the present time, the company has 3892 feet of work done in the big tunnel. Besides this, at least 500 feet of surface work is on the property, some of which was done by previous owners. All this represents a big expense, which few concerns would have courage to undergo before returns began. Up till the present, including purchase figures, it is estimated that the company has expended about $150,000 on the Gold Hill mine. Four years of intelligent development work where signs were not any too favorable at times has opened up ore bodies of good promise. Now work is being pressed in the face of the main tunnel, in each drift on the Gone Goose, and in the drift of the Contact.

An excellent system of ventilation has been provided by means of a fire blast and four-horse power gasoline engine. The engine pumps a strong current into the different drifts, and the exhaust is hastened by the fire blast, giving pure air in a very short time after "shooting." When sinking commences on the Spring Gulch, it is the purpose of Colonel Panting to syphon water accumulating in the shaft to such depth as is possible in that altitude, and use the little engine for hoisting.

Equipment on the Gold Hill consists of a 10-stamp mill, complete, with ore-crusher and four Johnson concentrators. Stamps weigh 1000 pounds each and have rapid stroke. The daily capacity of the mill is from 30 to 35 tons. A 50-horse power boiler and 45-horse power engine provides the required power for operating all machinery. Coal is burned, as wood cannot be had at reasonable cost, but as the price of coal in wholesale lots is low, the fuel problem is not a material one. The mine is only four miles from Durkee, and less than two miles from the O. R. & N. track. A switch and spur is to be put in, which will bring railroad transportation within three-fourths of a mile of the mine. Water is had in sufficient quantities for the mill the year around. The mill is located in a small canyon less than a half mile from the tunnel site. Ore is hauled in wagons, but as the pull is all down grade, great loads are possible each trip.

The Burnt River Gold Mining & Milling Company has very large holdings about the mine. Including its numerous quartz claims, it now owns a total of 1650 acres. Two small farms immediately below the mill are a portion of the property. An excellent water right for power purposes has recently been secured, and the management expects soon to be able to install an electric power plant capable of furnishing not only its own mine with power, but numerous other properties.

In many respects, the Gold Hill is a model Eastern Oregon mine. In size of equipment, it is yet small, but in arrangement of the forces at hand, Colonel Panting has shown admirable skill. He has the property fitted up with the comforts of a big ranch. Colorado miners, accustomed to hunt the precious metal up about the snow line, would stand in open-mouthed amazement to behold the home-like arrangements of the Gold Hill. Colonel Panting has a comfortable home for himself and wife, with a young orchard near. A large hennery, containing enough fowl of every description to supply the camp with fowl and eggs, is carefully and scientifically attended to. A small herd of finely bred cattle, particularly Jerseys, yield a surplus of milk and butter, and will soon furnish fresh beef for the mine. A well-kept stable, containing draft animals for heavy work and a few good saddle-horses for the Colonel, his wife and daughter, would command the attention of an admirer of good stock. A kennel of thoroughbred hounds, including a swift stag, some greyhounds and a young fox-hound, for keeping the pack on the trail, gives the camp the aspect of a Southern gentleman's country residence. And the interior of the family residence is carpeted with trophies of the chase, including bear, cougar and coyote skins, while neatly mounted fowl ornament the walls. An arsenal of six guns, one of which is the new Mauser pistol and carbine, is the Colonel's hunting weapons. Mrs. Panting and daughter each have their weapons, which they use with the skill and courage of trained huntswomen. A coyote hunt with the pack or gallop over the hills, accompanied by visiting friends, is common diversion for the household.

#### Notes of Oregon Mines.

The Buckeye group, near Baker City, will be equipped with a hoisting plant.

Considerable mining excitement is reported from Bridge Creek, Wheeler County.

Rich rock has been struck in the Buffalo mine, yielding over $200 to the ton, says the Granite Gem.

The miners at the Golconda are on a strike, the grievance being the appointment of a new foreman.

A four-horse team started Saturday from Baker City for the Baisley-Elkhorn mine, with a large boiler.

In the Ashland mine, a full crew is employed, sinking the main shaft, which will soon reach the 700-foot level.

The 10-stamp mill at the Brazos mine, in Pleasant Valley district, owned by Al Geiser and the Blewetts, started up last week.

The work of prospecting the Sixes coal fields, in Curry County has been resumed, and will be continued until the extent and value of the deposits are definitely ascertained.

The Wisconsin Gold Mining Company is pushing work on the 200-foot tunnel on the ledge of the Hello property, in Sumpter district.

Work at the Opp mine, located near Jacksonville, is progressing, and preparations are being made to put in machinery in the early Spring.

Ore from the Dixie Queen mine, on Foots Creek, which yields $100 to the ton, owned by Fitzgibbon, of Gold Hill, is being treated at Houck's stamp mill.

Three carloads of ore from Ashland Creek Canyon are being got ready for shipment to the smelter. The last shipment brought satisfactory returns.

Work at the Gypsy Queen was temporarily suspended last week. The entire camp is suffering with grip. Manager Hamilton sent out a new force to resume operations at once.

Three hundred and fifty feet of the 500-feet extension to the tunnel on the Diadem property is completed. The tunnel is now in 550 feet, giving a depth of 250 feet, 200 feet are yet to be driven.

J. P. Province and Frizzell & Somers have located quartz claims on the recent rich discovery, near Mitchell. Mr. Province has christened his claim the Christmas Eve, and Frizzell & Somers have had their claim recorded as the Iron Stone.

Two carloads of machinery for the Oregon-Colorado Mining Company were received Thursday, says the Sumpter American. One car contained the entire machinery for the sawmill; the other contained the boiler and parts of the new 10-stamp mill for the Quebec properties.

The Standard Gold & Copper Mining properties, on Dixie Creek, are making a good showing, and will soon be in the shipping class. The properties of this company are: The Spotted Horse, formerly known as the Copper King; the Black Horse, formerly known as the Copper Queen; the Standard, Side Issue and Morning Glory quartz claims.

A. W. Dunn, vice-president of the Copperopolis Copper Company, is authority for the report that arrangements have been completed for driving a crosscut tunnel 1000 feet in length on the Copperopolis properties, and that machine drills will be installed at once for that purpose. The properties of the company are the Copperopolis and Protection claims, located in the Quartzburg district. They have been developed by 300 feet of short tunnels and open cuts.

Convincing proof of the great possibilities in placer mining in the Sumpter gold fields was shown at the Bank of Sumpter last week. There were displayed about 100 nuggets, ranging in value from $1.20 to $300 each, specimens from the Winterville placer grounds, in the Bonanza district. One particularly interesting specimen was an oval rock, about the size of a man's fist, literally covered with gold. From present indication, much attention will be devoted to placer mining this season. The heavy fall of snow this Winter assures plenty of water for operations.

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BROWN, MYRA, M. D.....313-314
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