PHASES OF INDUSTRIAL GROWTH IN THE STATE OF OREGON

KLAMATH COUNTY IRRIGATION WORK

Portland Firm to Begin Construction Under First Contract at Once.

INAUGURATES GREAT TASK

Covers Only a Small Unit in Complete System, but Is of Vast Interest to the Southern Oregon People.

KLAMATH FALLS, Or., March 11.—(Special.)—While only a small unit of the great irrigation system to be built in the Klamath Basin, the portion upon which work is to begin immediately by the Portland contracting firm of Mason, Davis & Co., whose bond has been approved and contract signed by the Secretary of the Interior, is of great importance to both Oregon and California. It is the beginning of bringing under an adequate system of irrigation nearly 250,000 acres of fertile lands in Southern Oregon and Northern California, the greater portion in Oregon, and will be the first project in either of these Coast states actually under construction in accordance with provisions of the irrigation act of June 17, 1902.

Oregon and California have both been large contributors to the fund created for the purpose of a loan to the citizens who shall become residents and actual users of the land benefited and consumers of the water supplied in making thirsty soil productive. Being among the states having the largest areas of public lands remaining desirable for settlement, the largest contributions have come from Coast states, particularly Oregon, of the estimated cost of $4,500,000, or thereabouts; the portion set aside is $2,000,000, and is charged to Oregon's proportion. Most if not all of this sum will be expended in reclaiming Oregon lands, as the present contract embraces only land within nine miles of the diverting point at the lower or southern end of Upper Klamath Lake and on Link River, all in the valley of Klamath River.

Complete Contract in a Year.

The Portland contractors are obliged to complete their work on this unit of the project within one year from approval and signing of the contract. It includes the driving of a tunnel 3100 feet long through solid formation, some of the distance through soft lava ash and a portion through compact lava ash and clay, about 730,000 cubic yards of earth excavation, more than 5000 cubic yards of concrete work, nearly 8000 square yards of rubble paving, spanning of the canal with numerous bridges, no less than six of which will be of dimensions ranging from 30 to 86 feet in length. The Government furnishes the cement and rods for use where it is necessary to re-enforce concrete. There will be consumed in this portion of the work something like 3,000,000 pounds of cement, as advertisements have been published in Los Angeles for bids on 10,000 barrels of this material.

Exactness, strict adherence to defined regulations and scientific principles are characteristics of contracts entered into by the United States Government. The contract awarded to the Portland firm is no exception to the rule, and, taken together with the maps and specifications upon which it is based, is a comprehensive document setting forth in detail of the most minute character every feature of the undertaking.

The tunnel is a most interesting feature of the work. At each portal the canal level will be at a point about 40 feet below the surface of the respective slopes of the hill to be calipered, while at the highest point of the hill the elevation of the crest is about 120 feet above the tunnel floor. The tunnel will be concrete lined, with six inches on the floor and a thickness of eight inches on the sides and forming the arch of the roof.

Tunnel of Fourteen Feet.

Completed, the bore will be 13 feet 6 inches in the clear in width and 14 feet 4½ inches perpendicular at the center. The figures given for the concrete dimensions are normal, although variations may be necessary depending upon requirements of the formation encountered.

The canal will generally have a width of about 40 feet at the bottom, 60 feet at the top and a depth of 11 feet; this will at points vary to a width of 44 feet at the bottom and other points not exceeding 13.5 feet. This narrower width, however, is at the approach to the portal of the tunnel, where a deep cut is necessary. Throughout the main part of the canal there is no deep cut and but few points where stone of any character occurs. Generally the earth to be removed is not as much as ten feet in depth, at a few points the spurs of hills intersected presenting cuts of from ten to 15 feet. Where culverts are required to carry away the waters accumulating above the canal, or for the passage of the flow of rills or small streams, they must be built in place, and must be continuous without joints, and the specifications require that they shall be of such dimensions as to prevent any possibility of interference with the canal by breaks in such culverts.

Piers for bridges over the main canal will extend not less than 18 inches below natural surface ground and the bridges of size are to be built upon the Howe truss plan and all structures to be of most substantial sort and good finish.

No Compensation for Delays.

That the work will be completed within the specified time of one year from date of signing the contract is guaranteed by a good and sufficient bond and further by the fact that the contractor is not entitled to any compensation for delays or hindrances to the work from any cause. Extensions will be allowed for delays which in the opinion of the engineer, approved by the Secretary of the Interior, are beyond the control of the contractor, such as acts of Providence or fortuitous events. Failure of the contractor to complete the work within the specified time, with due allowance for unavoidable delays, would be penalized to the extent of the direct damage sustained, on account of employment of engineers, appraisers, inspectors and other employes and disbursements on the engineering account properly chargeable to the work and the decision of the chief engineer shall be binding and final on both parties.

The use and sale of intoxicating liquors on the work is absolutely prohibited, except for medicinal purposes, and then only under direction of the engineer or his agents. Sanitary and police regulations may be established by the chief engineer for all forces employed under the contract. All lumber used in the permanent work must be of the best quality. All steel used in structures, chiefly in this case in the headgates, will be of the open-hearth variety. Wrought iron used principally for nuts and bolts must be of best quality of refined iron.

The Government furnishes the cement delivered at the nearest railroad station, which in this case is Pokegama, the terminus of the Klamath Lake Railroad. The contractors must transport it from the railroad to the works, and that alone represents no small item in the expense of building the unit of the works. In it is a suggestion of the tremendous tonnage to be hauled by the railroads now building towards this basin, guaranteed from the day their track is completed. A large traffic will be created by the reclamation project directly and a much greater tonnage thereby created in the region.

Many Horses to Be Used.

A large number of horses will be required, as above mentioned, and it is probable that many of the animals will be purchased by the contractors in this county. During the past 30 days two large shipments have been driven across the mountains to the Southern Pacific for shipment to California points where animals were needed on grading. It is claimed by horsemen that this region produces the hardiest and best draft horses on the Coast. Horseflesh is held at good prices, and one lot bought recently was at from $125 to $150 a head. The animals were of good weight, and were not what could properly be called "range horses," although most of them had grown on the ranges tributary to the valley and grazing lands about Lower Klamath Lake.

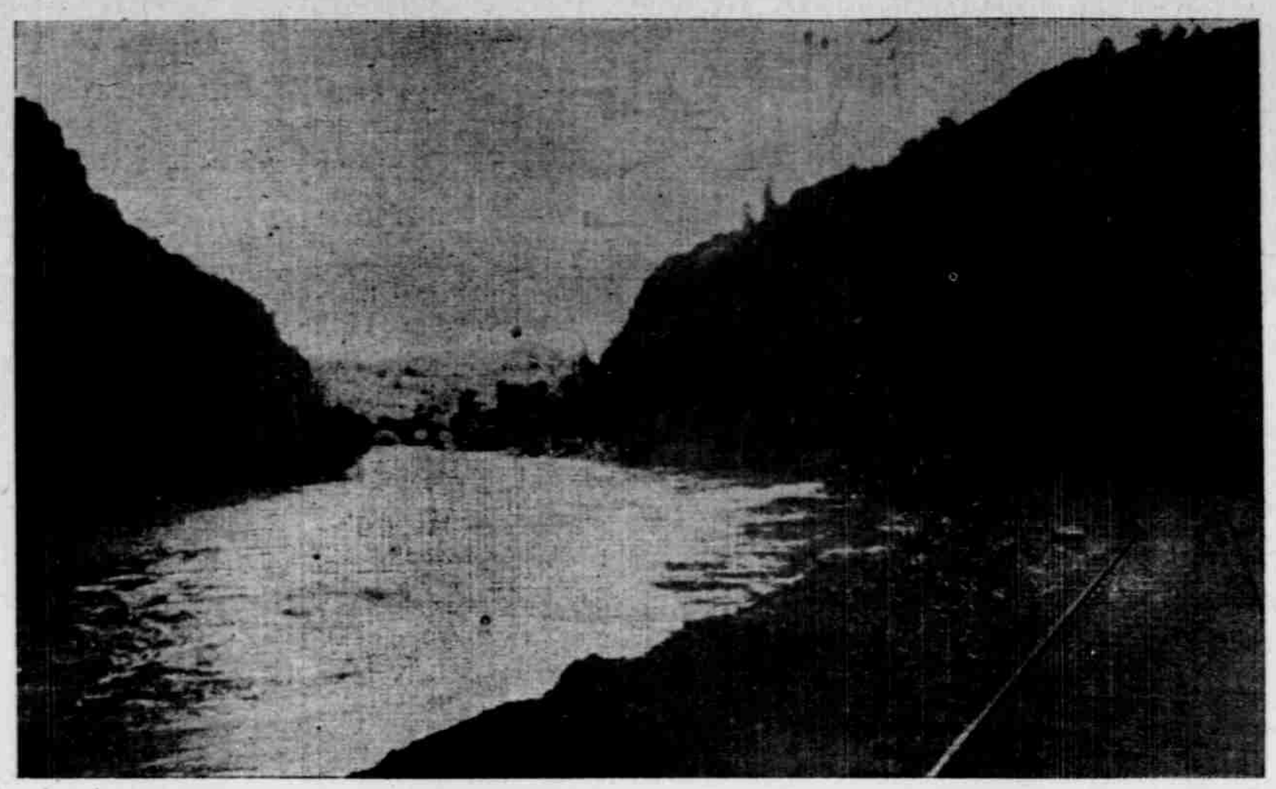
When the contractors move in force on Klamath Falls they will have before them first the task of locating their camp and headquarters at a point to serve the first portion of the work, or, if possible, where the entire unit may be conducted from a single base. It will require preparation to care for the number of men and horses that must be utilized, and so to arrange that everything may be done to best advantage in the big task before them.

It is a different proposition from locating a camp on a line of railroad or beside a navigable river, as is the case along the Clearwater in Idaho, where railroad work is under way, or along the Columbia betwene Kennewick and Portland. All supplies except feed for the livestock and meat, flour, butter and eggs, must be brought from the railroad overland. Men employed will get the best beefsteak they have ever tasted, with salt pork, fresh pork and other meat produced in this county of equal excellence. But notwithstanding these advantages, the great bulk of supplies must come overland at present.

General supervision of this, as well as of all other reclamation projects, rests with the Secretary of the Interior, and is handled under that department by George D. Walcott, director of the United States Geological Survey, with F. H. Newell as chief engineer of the Reclamation Service, and A. P. Davis as assistant chief engineer. J. B. Lippincott, supervising engineer for California, has the Klamath project under his jurisdiction, and T. H. Humphreys, project engineer, has entire local direction of the work.

Benefits of the Project.

It has been through the office of Mr. Humphreys that all of the detail work has been directed, and he is personally familiar with every nook and corner included in the vast project extending over many townships, embracing the changing of river channels, lowering of the water level of streams, diversion of lakes and their drainage in order that their beds, enriched with the alluvial deposits of countless centuries, may yield of their fertility to produce vegetable products demanded in the marts of men. It is in its entirety an immense enterprise, so vast as to have staggered private capital, but under this paternal plan of the United States Government homes will be created for many thousands of people. The original cost will soon be returned directly to the treasury, while the territory is becoming steadily productive directly and is indirectly beneficial to the State of Oregon and its people.



HELL GATE, ON THE KLAMATH LAKE RAILROAD.

BEES ON THE OREGON FARM

Honey Can Be Made an Important Side Issue.

Few farmers value bees as they should. No crop is raised with so little trouble, and such a minimum of cost, as honey. It is true enough, as was suggested in The Oregonian a day or two ago that by pollen carrying from tree to tree bees increase the crop of fruit. They stop not at the fruit trees, but visit berries and vegetables to the gain of the bees and their owners. They do more. They effect, by carrying pollen from tree to tree, cross, in place of self-fertilization, and not only more, but larger and better developed fruit results. The dangers of in-breeding are seen in the vegetable as well as in the animal kingdom. Among fruit trees the bees' work goes far to cure this ill.

So much for the good done to trees. Here is one kind of stock on the farm that the more they eat, the more they multiply, the greater is the gain, the absolute gain. In these days of lumber made and patent hives there is no excuse for neglecting the bees. One good colony will fill two supers for the owner, and a third of their own Winter stores, every season. Each super holds 24 sections of one pound each. So the hives besides sending out at least one swarm, will yield for sale 48 pounds of comb honey, at 12½ cents per pound. That is $6 a hive, and with an increasing stock year by year. Thus one hive of bees brings in about as much as three sheep, and costs nothing.

To learn enough bee-keeping lore to provide, put on, and take off your supers, and to hive a swarm, is easy. Then, if you are tempted from the primary into the next class, as will probably be the case, a course of Root's A. B. C. of bee-keeping will open the door of study to you and you may go far.

It used to be said that the Willamette Valley was a poor bee country. But all the new crops provide good bee food. On a vetch field in bloom you can hear the bees at work a hundred yards away. Alsike and white clover keep the bees for months. Even the red clover gives bee food in Oregon, as has been often noticed. In the Coast Range they crowd on the vine maple, which keeps them going until the golden rod holds up its yellow head in the late September sunshine.

If children are brought up to fear and to fight bees it is an injustice to child and to bee—for that early prejudice is hard to overcome. Needless and foolish prejudice is at the root of the neglect of bee keeping, one of the most interesting of the minor industries on the farm. If you want to begin now is the time.

Homesteads in Forest Reserves.

OREGONIAN NEWS BUREAU, Washington, March 11.—Representative Lacey of Iowa, chairman of the House committee on public lands, has introduced a bill designed to meet one of the principal objections raised by Senator Heyburn and others to the extension of forest reserves. The bill provides for the entry under the homestead law of agricultural lands that may be embraced in forest reservations, and closely follows the recommendations of the Public Lands Commission, as indorsed by President Roosevelt.

Fine specimens of cotton fabrics are often found in Peruvian tombs dating back to the time of the Incas.

SPRING IN SOUTH

Countless Fruit Trees in Full Bloom Along Rogue River.

PROMISE RICH HARVEST

Attention of Jackson County Divided Between Crop Prospects and Politics—Good Road Work Is in Progress.

ASHLAND, Or., March 11.—(Special.)—The attention of the people of the Rogue River Valley is divided just now between politics and an outlook upon a year which seems full of promise of prosperity and progress for this section of Oregon. Spring seems to have followed the calendar closely, for March opened with delightful weather which has since continued and Jackson County roads are dry and dusty, and the air is as balmy and the meadow lark's voice as mellow as in early Summer.

Physical conditions of the country were never better, nor was there ever a better promise of bounteous harvests at this season of the year. Almond trees have been in bloom for a fortnight and hundreds of acres of bursting pink blossoms mark the stage of development in the peach orchards and give promise of a splendid harvest, though peach growers are always a little nervous until May, when the frost season is over.

Apples promise well. Last year the apple crop was very short in this valley, but this year the trees are well loaded with buds which are beginning to show their color. Thousands of acres of new apple orchards have been set out in the Rogue River Valley the past year, in fact there is a regular boom on in apple growing and a few years hence will see a wonderful increase in the apple output, and as a natural consequence a wonderful increase in the wealth of the county, for apple growing the past few years has been demonstrated beyond doubt to be a most profitable industry in this valley, which has established almost a world wide reputation for its product in this line.

The acreage in pears is also being steadily increased. There are many additions to the extensive peach acreage around Ashland too. In fact the fruit industry generally is thriving in the Rogue River Valley and the enthusiasts who, a few years ago predicted the decline of cereal growing and the transition of this valley into one big orchard and garden, are coming to a realization of their dreams.

Jackson County's Good Roads.

Jackson County has taken an advanced position during the past year in the good roads movement and has spent thousands of dollars in an intelligent application of the best ideas upon the subject. The benefits are manifest already to the farmers and everybody who travels over the public highways. There is now a main thoroughfare leading from Ashland via Talent, Phoenix, Medford, Central Point and Gold Hill, practically to the northern line of the county, that is a credit to the county and to the administration of County Judge G. W. Dunn and his co-workers, for it is a good road Winter and Summer. The good roads policy is being carried now to the side thoroughfares and if the present plans are carried out Jackson County in a few years will have a system of county roads which will bring all sections of the county into much closer communication with each other and make it much easier for the farmer and fruitgrower to get his crops to market.

The old plan of alloting all road work to the superintendence of the supervisors in multifarious districts, which did not tend to promote any uniform system, has been supplanted by providing a county roadmaster who has a complete road making outfit under his direction with a crew of trained men who are paid their wages in cash just the same as employes of the corporations and private individuals and are expected to give value received for their labors.

This plan is found to be eminently satisfactory, though it naturally met with much opposition to begin with from those so long accustomed to have a part in the old plan of individuals paying their road taxes in labor.

Copper Mines Promise Much.

The development of the copper mining industry in Southern Oregon is one of the things which promises much for this section in the future. The proposition of most interest to this immediate section just now is what is known as the Blue Ledge property, located near the California state line in the Elliott Creek district, which Eastern capitalists have recently secured a working bond upon and are now pushing work vigorously. There is a long wagon haul to the property which is reached via Jacksonville and the upper Applegate, and stages and freight teams are now keeping that road warm in hauling passengers and freight into the new copper camp, while the public is contemplating the time when the development of the copper deposits known to exist there will lead to the construction of immense smelters and a line of railroad.

There never was so much politics before in this section as since the new primary law went into operation. Jackson County has only one man aspiring to place on the Republican state ticket, Hon. E. V. Carter, for State Treasurer, but there has been an invasion of the county by the candidates from other sections of the state, and if we are to form an opinion from the interest that is being taken in this county by the Congressional candidates in the first district during the past fortnight, all of them seem to think that Jackson County's vote at the primaries may settle their fate.

Legislative candidates are slow to file their declarations with the County Clerk and seem at a loss to know what position to take as to Statement No. 1 relating to the United States Senatorial vote, upon which beyond doubt sentiment is strongly divided among the people.

Review of County Politics.

Thus far there are two Republican candidates in the field for Sheriff, two for County Clerk, one for Recorder, one for Treasurer, two for Surveyor, one for Commissioner, while the only Democratic candidate filed as yet is one for Treasurer. It is expected that the Democrats in this county will work entirely harmoniously and will put up but one candidate for each office at the primaries and leave the Republicans to do the "scrapping."

Three Republican candidates for the State Senate are already in the field, although none of them have as yet filed formal notice of candidacy, but no one at this date has announced his aspirations for place lower down on the Legislative ticket.

COAL IN CROOK COUNTY

SAID TO BE BITUMINOUS VARIETY OF GOOD QUALITY.

Numerous Veins, One Five Feet Wide, Discovered Only 17 Miles From Columbia Southern Road.

Coal discoveries in Crook County were told of last week. This week has brought more details. One letter, printed in the Prineville Review, follows:

"To the Editor—The coal found is in a favorable geological formation, the carboniferous strata characteristic of coal measures of importance; and as to grade, it has been pronounced bituminous by all coal men who are acquainted with the coal fields of the Middle West. That the quantity is great there is not the shadow of a doubt, for croppings have been followed for over four miles, and in many places a thickness in the seam of over five feet is shown. Both above and below the large seam are smaller ones."

The Dalles Chronicle gives more details:

"The outcropping samples are a distinctly bituminous type, in texture similar to Roslyn, Wash., coal, and it looks and burns well. Every imaginable test was given the samples, and each was satisfactory. As to the number, frequency and thickness of the veins, the discoverers are keeping that to themselves, promising, however, to enlighten the public upon new discoveries and development work as such occur. The location of the vein is being kept a secret.

"However it has been ascertained that the veins are numerous and in a comparatively unbroken country; that the walls of the veins are of cretacious shale, and that the discovery is but 17 miles from the Columbia Southern railway terminus.

"This last is the only adverse point, as it is impracticable to team coal any distance, no matter how valuable it may be or how much there is of it. But all that difficulty may be overcome later. A railroad to Ashwood will mean much for the newly discovered coal proposition."

In view of impending railroad developments the importance of this find can hardly be overestimated. It is remarkable, indeed, that the announcement should appear at this special moment. The railroad to reach the coal to advantage must approach it from the South.

Wilhelm Schmied, of Unternalb, Germany, who instructed a stonemason to inscribe on his wife's tombstone the words: "Here rests the body of Marie Schmied, who died after much suffering, from the effects of unscrupulous treatment," has been sentenced to a month's imprisonment for slandering the doctor in the case.

OUTLOOK ON GRAY'S HARBOR

ELECTRIC ROADS AND MANY NEW INDUSTRIES PROMISED.

Future for Sister Cities of Southwestern Washington Appears Bright—Life in Aberdeen.

ABERDEEN, Wash., March 11.—(Special.)—With the promise of electric roads, flour mills and other enterprises, the future for Gray's Harbor appears rosier than ever. While there is nothing definite to be said in regard to the reports of an electric road from the harbor to the Sound, it is believed that one or two of the continental lines that are trying to reach the Coast have some interest in the proposed road to Tacoma, and that the talk of an electric road is preliminary to the real plan that is under way.

Gray's Harbor has been at a disadvantage for several years because of the indifferent service given by the Northern Pacific road, both as to passenger and freight traffic and the organization of the mill men a few days ago, with the adoption of an ultimatum that the railway company must give them better service or take the consequences, indicates that the combined capital on the harbor will take affairs in their own hands before long and show the Northern Pacific company that it will have a competing road for the lumber business or know the reason why.

Along with the other prosperity of the Gray's Harbor country is the active movement in farm lands. Gray's Harbor has been hemmed in as no other portion of the country because of the high hills that surround it on every side and through which roads must be forced at heavy expense. It has never been easy to get connection with the county seat at Montesano because of the lack of adequate roads, and there is but one train each day to take persons to the county seat to transact business. This has brought about the desire for the removal of the county seat to a site between Hoquiam and Aberdeen because the bulk of the law business is done in the two cities.

But the County Commissioners, however, have been doing good work the past year in solving the good roads problem, and with the county out of debt and money in the treasury it is expected to do a lot of valuable work in opening up sections of farm land which are now only reached by the navigable rivers. Farm land, in consequence of the disposition of the county to aid the farmers, have advanced considerably in the past six months or a year.

The new steel bridge, for which the city is to pay from $30,000 to $35,000, will be finished in a few weeks and will give a long-desired highway to the east side of the river. Last year the Council foolishly tore down a wooden bridge which they considered unsafe, when a little repairing would have made it good until a new bridge had been ordered and made ready for putting up, and the consequence was that a ferry had to be operated at a very large expense and with much discomfort to a large number of people. The opening of the new bridge will be therefore hailed with delight.

When the bridge is ready for business it will also complete the electric car service from Cosmopolis to Aberdeen, a distance of four miles, which has been blocked for a long time, where the ferry has been operated and which compelled a disagreeable transfer of passengers.

Aberdeen has enjoyed a musical production by amateurs in the presentation of the cantata, "Belshazzar." No city of the size of Aberdeen has so many good singers and the public is always willing to bestow its dollars upon the amateur entertainment. It is proposed after the completion of the new opera-house to get together all of the best musical talent on the harbor and give as pretentious an opera as "Faust."

Rehearsals are to be started soon and continued until as nigh perfect a performance as is possible may be given. The entertainment is for the benefit of the public library.

The past week witnessed the departure for California of Mrs. C. B. Weatherwax and family, where they will probably reside. Mrs. Weatherwax has been prominent socially and in musical circles.

WILL IMPROVE WATERFRONT

Marshfield Plans a Forty-Foot Street Along the Harbor.

COOS BAY, March 11.—(Special.)—The Town Board of Marshfield has taken up the matter of making a street along the water front. At present the water front is occupied by warehouses and small makeshift buildings, and presents a bad appearance to newcomers.

City Engineer Codding has made drawings for the proposed improvement, and it is understood that if the property-owners will give 20 feet, the Government will extend the harbor line out an equal distance, thus allowing a 40-foot street the entire length of the town.

The greater portion of produce from the surrounding farms reach Marshfield by small gasoline launches, and the matter of proper place for their landing has become a serious matter, as well as for the ocean-going steamers from Portland and San Francisco.

Work has been begun on the three-mile spur from the Coos Bay & Eastern Railway Company's track up Cunningham Creek. This will tap several sections of fine old growth fir and Port Orford cedar. It is estimated that there is close to 75,000,000 feet of logs within easy reach of this piece of track.

SHEEP SELL STILL HIGHER

Eastern Oregon Papers Tell of Several Big Deals.

Many times it has been said recently that the price of sheep was abnormally high and was bound to fall. Yet it holds up and even rises. Witness the following from the Shaniko Republic:

"That contracts have already been made for most of the saleable sheep of Wasco, Crook and Wheeler Counties is the statement made by J. N. Burgess, of the Cunningham Sheep & Land Company to the Pendleton newspapers on his return from a trip to his old home near Antelope. The prices paid, according to Mr. Burgess, have varied from $2.50 to $3.25 per head for yearlings. The highest price was paid for ewes, while many yearling wethers have sold for $2.75 per head.

"Especially are yearling ewes in demand, and consequently splendid prices have been secured by men having such to sell. There has been a difference of about 50 cents per head in the price of ewes and wethers, the former selling for $3.25, while the price of wethers has ranged in the vicinity of $2.75."

The Fossil Journal notes recent sales as follows:

"G. L. Frizzell sold his yearling sheep this week to J. F. Asher, who bought them for Bicknell & Oxman. Joseph Roberts has sold his yearling sheep to be delivered after shearing. At the prices being paid, yearlings will bring the stockman about $4.50 per head. One thousand head of ewes at $4 per head, said to be the highest price ever paid for range sheep in this state, is the latest sale of Central Oregon livestock to go on record. The sheep were purchased of T. S. Hamilton, of Ashwood."

What better encouragement can the sheepmen want?

ROSEBURG WANTS LIGHTS.

Sentiment Is Strong for Municipal Ownership of Utilities.

ROSEBURG, Or., March 11.—(Special.)—Considerable interest is being manifested just now in Roseburg, owing to a proposition recently made by Albert Abraham to the city to put in a system of electric lights. Quietly contracts are being signed up by business men, pledging their support to the new venture. The service of the present company is unsatisfactory, and much complaint is raised, both as to the lights and the water furnished.

An effort was made at the last session of the Legislature to amend the city charter so as to permit the citizens to vote on the question of bonding the city for $300,000 to put in a system of water and lights, but the bill was defeated. There is a strong element who have watched the operation of franchises elsewhere, such as the great Portland gas graft, who believe the only true release is in the city owning and operating its own plant.

The Oregonian, in its fight against the Portland gas graft, is doing much towards creating a sentiment favorable to city ownership of all public utilities.

Mexican Statistics Boiled Down.

Modern Mexico.

There are 10 volcanoes in Mexico.

Mexico has 59 lakes and great lagoons.

Mexico has a coast line of over 6000 miles.

Mexico has vast deposits of onyx and marble.

Slavery was fully abolished in Mexico in 1837.

Coahuila coal is exported to the United States.

The army of Mexico comprises about 40,000 men.

The area of Mexico is about 750,000 square miles.

The "valley" of Mexico is 7500 feet above sea level.

Mexico is about 10 times larger than Great Britain.

There are only 463 square miles in the Federal district.

Cotton factories in Mexico employ over 25,000 people.

The rainy season generally lasts from May to September.

The traveler in Mexico is seldom out of sight of mountains.

There are probably 300,000 men employed in the mines of Mexico.

Mexico is the richest mineral country in the world, not excepting Peru.

The largest state is Chihuahua, with an area of nearly 90,000 square miles.

It is said that no country in the world shows so great a variety of plant life as Mexico.

BAKER DISTRICT OUSTS "WILDCATS"

Legitimate Development of Many Properties to Start Soon.

BIG GOLD YIELD PREDICTED

Real Producers Will Be Made of Many Prospects and Mines Formerly Conducted for Stock Profits Alone.

BAKER CITY, Or., March 11.—(Special.)—More gold will be marketed from the mines in the Baker district this Summer than during the entire past four years, according to prominent mining operators who are acquainted with the conditions. This increase they attribute to the ousting of the "wild-catter" and the advent of the legitimate miner. Numerous properties which have been "gophered" by the stock seller and then left to worry along through questionable hands have been more thoroughly developed and are ready to be placed on the producing list.

There are now two sections in the Baker District holding the public attention. The prospectors are jumping sideways trying to get in on the ground floor in both places. These sections are the Durkee district and the copper belt. In the Durkee district great things are promised for this season. The Gold Coin, a mine which, judging from present developments, is unlimited, will install a 100-stamp mill, commencing this work about April 1. The mill and installation work of themselves will cost about $200,000. But it is the nature of the Gold Coin mine that is causing so much excitement. It is in many respects a duplicate of the famous Treadwell mine. The owners of the Gold Coin expect to quarry the ore the same as in a rock quarry and run it through their mill. The entire mountain side is one mass of decomposed quartz, giving colors to every pan taken out.

Work has been extended 300 feet down the main shaft with many drifts, and it is always the same. The vein is 75 feet wide and extends in many directions. In fact, there is no limit to it, at least there doesn't seem to be at this time. Pendleton men, T. G. Ayers and Dr. T. H. White, together with the discoverer, C. H. Durkee, own the property and are not floating any stock.

Work Will Follow Litigation.

The Gold Hill, in the Durkee district, after about ten years of litigation, is going to be put in operation this Spring by Colonel James A. Panting, who has secured sole control. This property has about five miles of shafts and tunnels and has produced some very rich ore.

In the copper belt the excitement is greatest. This belt extends from Medical Springs to Goose Creek and the Seven Devils. The Indiana mine owners have fully developed their property, spending about $500,000, with the result that they are fully satisfied as to the extent and deposit, and will erect a smelter this Spring and begin making copper matte. The Indiana first went through a strata of native copper and then through a great depth of sulphide, the exact depth of which they refuse to state. They then tunneled and drifted and found the extension to be continuous and of the same high grade. This convinced them that the copper deposit was worth working, and they are now working it.

Baker Copper Belt Established.

Following the Indiana, the North American started a shaft about six miles from the Indiana, and at a depth of 80 feet struck native copper. They went through 40 feet of this and entered the sulphides, and are still sinking in that kind of ore.

Mining men say this establishes beyond a doubt the extent and quality of the copper ore of the Baker copper belt. This ore will go 2 per cent commercial, and as high as 7 and 10 per cent. It can be easily mined and concentrates at a good percentage.

As to the railroad from Baker City to Eagle Valley, everybody hopes it will be constructed, but so far there has been given no ironclad assurance. This road as proposed will tap this copper belt from end to end.

The starting of the Golconda mill revives the stories of the old wildcat days when mining millionaires were as thick as prospectors. The Golconda mill is scheduled to start again this week, and a large block of ore is now on the dump waiting to be run under the stamps. The Golconda was one of C. B. Wade's assets when he became bankrupt two years ago, and it is one of the very few companies on which the stockholders ever realized any money. Golconda was capitalized at $5,000,000, and the shares went on the market for 2 and 3 cents. When Wade capitulated it was found he had over $3,000,000 of the stock, for which he had paid an average of 20 cents per share. Several men cleaned up fortunes on this deal.

The Standard is another mine on the stocks out of which fortunes have been made. Its stock went on the market at about 5 cents, and Milwaukee and Chicago factions began fighting for control, and the stock jumped up to 20 cents. Everybody around here unloaded so quickly that it put the Milwaukee faction out of business.

But these are the only stock jobbers which brought money to any one except the promoters. The downfall of Letson Balliet and his White Swan mine marked the end of the "wild-catter," and today there are but very few properties in the Baker district attempting to sell valueless stock.

Good Word for Hopgrowing.

It is a novelty just now to come across anyone who has a good word for hops. The Hillsboro Independent has the following to say:

"Last April Sam Orndorf, of Laurel, planted 11 acres to hops, and it wasn't a very good year for hops, either. The crop was picked in September and the money received for it paid all the expense of planting, gathering and sulphuring and the cost of a new hophouse built on the place. A pretty good record for the first year. Many of the hops measured two and one-half inches in length."

Past experience justifies the advice to our hopgrowers to hold on. Their losses this year, so far as an outsider can judge, have been due to no defect in the plant in Oregon. Quality need not be second to any, if reasonable care in drying, packing and marketing is used.

And, in coming years, it seems quite practicable to secure such common action among the growers as shall frustrate the knavish tricks and confound the politics of the plotters to artificially depress the price.