

## AT ST. HELENS MINES

ONE OF NATURE'S GREATEST MINERAL STOREHOUSES.

Wonderful Copper, Gold, Silver, Lead and Coal Region Within Sight of Portland Every Day.

Three railroads are today building towards the St. Helens mining district. A fourth is at this moment being surveyed. Whether any or all of these are to reach the region, a few months' waiting will determine.

The Northern Pacific branch, from near Tacoma, and the Tacoma & Southeastern Railroad just at this time seem to be running a race, and if newspaper reports are true, this summer will see some lively railroad hustling from the Tacoma

snow to travel here and there through the district in search for placer gold. Some placer claims were located by miners near the southern end of the district, but after a season's clean-up, with an average of 50 cents to the man per day, placer mining was discontinued, and has never been resumed in the St. Helens mining district.

In 1854 some Milwaukee people were induced to open the district, and the Sampson mine came into prominence. It was a great dyke of low-grade ore, a mountain of that material, carrying gold, silver and copper in quantities of commercial value. If handy to a railroad, but useless for purposes of long-distance wagon hauling. Twenty thousand dollars were spent upon this property, much of it being wasted, and bad management and debts eventually closed down the work. After maintaining a useless existence for some years, the company finally disbanded and the property passed into other hands, and is now once more being placed in shape for further development and investigation.

The failure of the Milwaukee Company seemed an almost death blow to the St.

district to not inaccessible is manifested by the Castle Rock Road now being built for wagons. In its entire distance it follows the Middle Tootle River and affords an easy grade throughout the entire distance from Spirit Lake to the Northern Pacific Railroad at Castle Rock. Spirit Lake is a piece of water of great depth, and six miles long by two miles wide. But 15 miles had to be built to reach a wagon road in Cowitts County, and between the mining interests at the head of Spirit Lake, and Cowitts County, the road was laid out and will soon be opened ready for travel. What was three days travel by pony and on foot over the longer routes will now become an easy country wagon road of a few hours over an easy, although formerly unused route. The Sweden, Bronze Monarch and Cascade Calumet properties, belonging to Portland parties, the Young America, belonging to Peterson and Lane, of Castle Rock, and the Washington Chief property of Mr. Bechtel, of Kalama, lying upon the east shore of Spirit Lake, expect to begin shipments of ore as soon as the wagon road shall be opened. The Norway has at present sev-

eral hundreds of tons of rich peacock and sulphurates upon the dump which will net \$20 per ton after the long wagon haul, railroad transportation and smelter charges have been met. Work has been going on in this camp, upon Paradise or Lake Canyon Creek, almost continuously for the past 15 months, and the camp is actively at work at this time, although the snow has not as yet gone off.

From the Norway camp a wagon road is to be built to the Chicago Camp, where the Yellow Metals and Chicago are actively in operation at this time. The distance is between two and three miles. This road will be continued from the Chicago to the Grizzly. Schultz's property, where six feet of quartz crops out into the Grizzly Creek, and reach the Samp-

son, which lies about four miles from the Chicago. Here also H. H. McCarthy's Washington Treadwell, a vein of 10 or nearly 100 feet in width, will be reached, and an easy grade leads to the Polar Star and Goat Mountain properties, Session's and Gray's promising mines, six miles from the Chicago. Later a wagon road will be constructed up the North Tootle, which will afford even better facilities to reach the Polar Star, the Minnie Lee, Andy Olson's Index group and Smum's mine and the other North Tootle mines than by Spirit Lake. The building of a railroad within a few months would make much of the present prospective wagon roads unnecessary.

The Ripper and the Chief claims are galena properties. The veins are narrow, but picked ore has run as high as 46 per cent in lead, with silver and copper in good quantities. Other galena properties have been opened on Lewis River, but in nearly every instance copper is an important constituent of the ore. Gold is found in nearly every instance, a fact which will make these properties worth working even should a low price in copper close down half the copper mines in the world at present working.

Dr. Maxime Leopold Schumann, the mining expert, last year in a report upon the St. Helens mining district, had this to say: "There is no mining district where Nature provided so thoroughly and so profusely a cheap motive power as in the Mount St. Helens mining district. I do not know of a single location claim in

ellities for the great future in store for her from the St. Helens mining district. Another feature of the region, of interest to the pleasure-seeker who lives in Portland, is Spirit Lake. It is an ideal camping place, and when the F. V. & N. R. R. shall reach that place it will no doubt be a favorite resort for pleasure-seekers and picnic parties, being reached in two hours from Portland. Mount St. Helens may be climbed in a day from here and one can return to camp by nightfall. Summer hotels and camping places will line the lake front, a beautiful tree-covered region as soon as the road shall be finished. Again, a visit to the great mining camps within two hours' ride, and within sight of Portland, will be long be one of the pleasure jaunts advised to tourists, and which every Portlander, young and old, will plan occasionally to take.

The St. Helens mining district is now open. With a new wagon road the mountains will be full of prospectors and prospective investors this year. Next year it will be another Cripple Creek in excitement and activity.

Nearly 1,000,000 pairs of American shoes are now sold yearly on the British market, in spite of the tax on hides with which manufacturers of shoes have to contend and from which British makers are exempt. The superiority of American machinery brings access to foreign markets. Besides, shoes made here are more cheaply and are sold more cheaply than those made in Europe.

HUGH McGUIRE, Pres. Pacific Paper Co., President.

E. C. STARK, Secretary.

## The Bronze Monarch Mining Co., Ltd.

The Michigan copper mines paid last year about \$20,000,000 in dividends. In these mines there are 11,872 shareholders; the par value of the stock being \$81,000,000, and the number of shares 2,813,000. Of this amount, only 519 shareholders, owning the insignificant number of 15,827 shares, reside in Michigan.

We trust that Michigan's history in this regard will not be repeated in relation to the

## Great Copper Belt of the St. Helens Mining District

The treasury stock in this corporation is finding ready sale at the present price, 12½ cents per share. This stock is preferred, drawing dividends up to its present selling price before the common stock shall participate. Only a small portion for sale at this price. No salaries until the mines shall pay dividends. Management economical. Work now in progress upon its great vein, 20 feet in width, in solid ore. One hundred dollars now would buy \$800 in stock paid and non-assessable. Expect to be paying dividends next year.

Address E. C. STARK, Secretary, Marquam Building, PORTLAND, OR.

## PIONEERS IN ST. HELENS MINING PROPERTIES

H. H. McCarthy & Co. are the pioneer firm of mining brokers handling stocks and properties in the St. Helens Mining District.

We claim some credit for far sightedness in early determining that this was to be one of the greatest mining camps in the world. This business sagacity resulted in our securing some of the best properties in the district. We have mines and claims and mining stocks secured at reasonable rates, before the present rush for such properties had fairly begun.

Our customers may now have the benefit of such business foresight. Address

## H. H. MCCARTHY &amp; CO.

Mining Brokers and Miners

SHERLOCK BUILDING

PORTLAND, OREGON

## ST. HELENS MINES

COPPER GOLD SILVER

Those St. Helens mines in which the Mining Corporation, Ltd., has an interest are among the wonderful mining properties of the world on account of the remarkable showing which they have made from the very earliest state of their development.

When ores possess enough silver to pay for the mining, gold enough to make the properties valuable if the ore contained nothing else, and copper in greater proportion than the other great copper mines, as several properties have already indicated, that there is little chance in investments in the stocks of such companies. The Mining Corporation, Ltd., has for sale stocks in just such companies. The prices now are very low, and will soon advance.

St. Helens is just now opening into a "boom" which will surprise the older mining camps of America.

For further information address

The Mining Corporation Limited.

Marquam Building

(Sixth Floor) Portland, Or.

## COPPER IS KING

JAMES STEEL, President

GUSTAV ANDERSON, Secretary.

## Yellow Metals Mining Co.

OF PORTLAND, OR.

Stock in this company will make you more money than any stock on the market.

Do not fail to invest in a block of it at the first subscription price, five cents per share, par value one dollar, fully paid and non-assessable.

If you have any money that you can invest, buy this stock and hold it for a large profit, as it is sure to become very valuable in the near future. COPPER STOCKS are the safest, pay the largest dividends, and are the most permanent of any investment securities on the market. The Standard Oil Company people are the largest investors in COPPER STOCKS. Why not follow their example?

Selling Agents, L. Y. KEADY &amp; CO.

607 MARQUAM BUILDING . . . . . PORTLAND, OR.

W. W. PEASLEE, President.

Sherlock Bldg.

W. D. STREETER, Secretary.

Worcester Bldg.

## Cascades Calumet Mining Co.

PORTLAND, OREGON

Although the principal properties of this corporation are now held under bond for sale, and its stocks have been withdrawn from the market, a limited amount of stock in other excellent St. Helens Mines is in our hands for sale. Write just what you want, and we can surely suit you. A block of Eastern Oregon shares for sale. Address communications to

W. B. STREETER, Secretary.

N. W. ROUNTREE, President

W. M. L. PATTERSON, Secretary

## Chicago Mining Co.

(LIMITED)

633,000 Shares, Paid Up. Par \$1.00 Each

The treasury stock in this company will be advanced upon June 15 to 25 cents. Price until that date FIFTEEN CENTS per share. No remittance made after that date will be accepted at less than 25 cents. A contract let and work will now begin upon the 700 feet prospect upon the May Queen, which will cut the great Chicago lead at a depth of about 1500 feet, giving the greatest depth attained in the St. Helens district. Active work has been going on upon this property almost continuously for the past year. Address

N. W. ROUNTREE, President

Second and Stark Streets

Portland, Oregon.

MOUNT ST. HELENS AND ST. HELENS MINING DISTRICT FROM PORTLAND.

country towards the St. Helens District. The destination of these lines is not announced, but at least they are traveling in the right direction for the district. The Tacoma & Southeastern has recently let to a Portland firm a contract for ties to lay 25 miles of the road, with more to follow. The N. P. has expressed its ready to build as fast as does its newer neighbor.

The Portland, Vancouver & Yakima Railroad is now at work upon its extension towards Yakima. An officer of the road has recently said that the line expects to build only 25 miles during the present season, which would bring its road well into the district, and has given a promise of extending into the district this season. It sufficient ore shall be guaranteed for immediate shipment. This guarantee will soon be ready for the first road into the St. Helens mining district.

The Ladd and Bourne are at present pushing their railroad survey from Washington to their own copper properties, 30 miles north of the Columbia. It has been suggested that a splendid through route would be one extending north into the district from Ladd and Bourne's properties through the St. Helens District and out upon the North Tootle or Green River to meet the Tacoma & Southeastern.

The Portland, Vancouver & Yakima is within 40 miles of the district, and the N. P., the O. R. & N., and U. P., the G. N., the S. P., and the C. P., are from 50 to 100 miles distant from the heart of the district. With the shipments of heavy machinery from the far East, which will be demanded when the district is fully opened up, every through line in the West has a large financial interest in seeing one or more lines of railroad in the region as soon as possible. An electric line is also at present being considered up the Middle Tootle from Castle Rock to the headwaters of the Middle Tootle over an excellent grade, ending at Spirit Lake, in the heart of the district. The question of railroad will no longer be a discouraging one to the St. Helens mining district, according to present indications.

The St. Helens mining region really consists of two districts, the St. Helens and the Washougal, occupying that section of country lying north, east and south of Mount St. Helens, being principally within Skamania County. It is about 20 miles wide by 40 miles long, and here and there throughout this great district many hundreds of splendid properties have already been opened up, the greater portions of which, however, have as yet been but scratched over. The greatest prospectors of the region have been the mountain streams, which here and there have coursed through and exposed the seams of mineral.

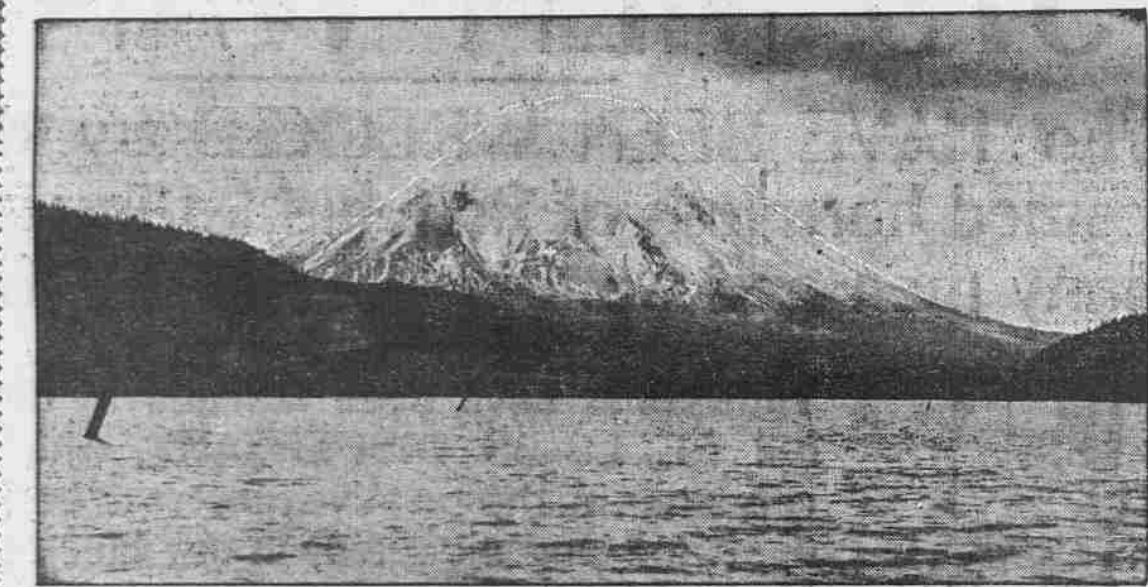
The Washougal district has many excellent properties, but this section has not been so systematically prospected as

Helens mining district. Capital had gone into the district, it was argued, and had failed. Along with this failure, most of the men who had pioneered, these lost sums of money which they could ill afford to lose, and a chill of disappointment came over the region from which those who had previously had faith in it have but recently recovered.

Three years ago the prospectors returned to the claims which they had in many cases actually abandoned, and with the general improvement in times, from their own resources began to drill into and explode powder in the veins which had been uncovered here and there in river, creek and ravine. The results followed, and were very encouraging, so much so that the stories which were brought out

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SPIRIT LAKE AND MOUNT ST. HELENS.

Geo. M. Welfer, 1901 copyright.

induced others, men of larger means, to begin an investigation of the region. Since then the district has steadily advanced, until during the past Winter every available man who knew the district and had worked there before were in the mountains driving tunnels and sinking shafts upon contracts of which there were plenty for the newer investors in the region. So far as known, no man who has been in that section and examined the great fissure veins has frowned upon its prospects as to minerals. Many a man who has been induced to go over its primeval trails has come away with the foremost idea of the great problem of rail-

son, which lies about four miles from the Chicago. Here also H. H. McCarthy's Washington Treadwell, a vein of 10 or nearly 100 feet in width, will be reached, and an easy grade leads to the Polar Star and Goat Mountain properties, Session's and Gray's promising mines, six miles from the Chicago. Later a wagon road will be constructed up the North Tootle, which will afford even better facilities to reach the Polar Star, the Minnie Lee, Andy Olson's Index group and Smum's mine and the other North Tootle mines than by Spirit Lake. The building of a railroad within a few months would make much of the present prospective wagon roads unnecessary.

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HON. DELL STUART, President

L. O'CONNOR, Secretary.

## Sweden Copper Mining Co.

Owens 3000 feet upon the great Paradise Valley or Canyon Creek vein, the mother lode of the St. Helens Mining District.

This company is selling stock guaranteed by the Title Guarantee and Trust Co. of Portland, upon advantageous terms.

No property in St. Helens combines so many good features as does the Sweden, which consists of a group of claims containing 180 acres of rich mineral land covered with fine timber and with a water power large enough to operate a great mine. Work now progressing favorably upon the property. Address

SWEDEN COPPER MINING CO.

Room 617, Oregonian Building,

Portland, Oregon



A ST. HELENS TUNNEL.

has its upper and higher neighbor. The principal influence in this section is the Ladd & Bourne mines, embracing a section of territory surveyed and located or bought, over six miles in length and half as wide—a region as large as from Portland courthouse to Montavilla and half as wide. It is reasonable to believe that these people think that they have something of value, or they would not, two years after beginning to investigate, be now in the region surveying a railroad to their properties.

The St. Helens mining district has been prospected at various times during the past 40 years, although no organized activity was manifested until about 1858, when W. W. O'Connor, of Toledo, and some other adventurous spirits, began

road transportation, and has raised the question, "The wealth is here, but what will you do with it or how get it out?" This question has been as often answered, "Get it out over the route which you came in on," and that has settled the St. Helens mining district with nine-tenths of those who have heretofore gone into the region.

The same mismanagement which led to the disastrous ending of the Sampson proposition planned the trails into the camp. Instead of following river routes, mountain passes were crossed and the St. Helens mining district, had this to say: "There is no mining district where Nature provided so thoroughly and so profusely a cheap motive power as in the Mount St. Helens mining district. I do not know of a single location claim in

The fact that the St. Helens mining