

ST. HELENS IS ACTIVE

Many Good Showings Made This Year.

ORES ARE ALL BASE

Badger Mine Wants Railroad Facilities—Notes and News From Other Points.

(Journal Special Service.)
ST. HELENS, Sept. 12.—E. D. McKay has just returned from the St. Helens mining district, having completed a 150-foot tunnel contract. He has taken a contract for 300 feet on the property of the Dixie Queen Mining Company of the St. Helens district and is here to secure an outfit to be used in doing this work. Mr. McKay reports that development work is being pushed with great vigor in this region.

The work on the Polar Star is progressing nicely and the character of the ore improves as the distance into the mountain increases. On this mine a cross-cut has been run 80 feet, where the ledge was struck, since which time the tunnel has been run on the ledge for 400 feet, the whole distance of which has been through high-grade copper ore, besides some gold and silver. The ledge has just been crossed and is 22 feet wide. McEwen & West, who have just completed a 200-foot tunnel contract, have taken a contract for an additional 100 feet on the Germania. They report some fine ore uncovered on this property. Chas. Olson has just finished a 350-foot cross-cut tunnel on the Minnie Lee, and he broke through the hanging wall of a well-defined quartz ledge and uncovered some very fine ore.

Among the other properties that are making a good showing, and on which work is being actively prosecuted are the Lost Mountain, Independence, Dixie Queen, Norway, Sweden and Earl groups and also the Galice-Helena.

Mr. Mackay says that as he was coming out he met a paymill plant and some machine drills being taken into the district.

A SURVEY FOR A RAILROAD has just been completed from the Northern Pacific line into the district. E. W. Steffner of Chattanooga, Tenn., who represents the Dixie Queen Mining Company in the district, consisting of 23 claims, has just returned from an inspection of the properties and is well pleased with what he saw and his company proposes to put \$10,000 into development work during the coming year. The ore in this district requires smelting, being principally copper, with good values in gold, silver and lead, and railroad transportation is the first necessity of this district at this time. The mines in this district would alone keep a smelter busy at Portland at the present stage of development. The Portland, Vancouver & Yakima railroad is building into the district. The grade for 15 miles of extension was completed last year and the rails, which were contracted for delivery then, are now about all delivered.

BIG STOPS IN GOLCONDA. A great ore body is opening on the 300 level of the Golconda, says the Sumpter

American. The north drift on the east vein entered the area of the rich shoot some time ago, and at first it appeared that the values were to be found in a relatively narrow streak. At the point of last intersection by cross-cut from this drift the vein is 15 feet wide and on both walls is very fine quartz. The whole of the vein is not 200 ore, but the heavy streaks on the walls are widening, till it seems that most of it will be shortly. The width of the ore at that depth and the rapid improvement with the north drift afford the best example of what the Golconda is to be at depth. With the great enlargement of the ore body observed between the 200 and 300 as an index, it is quite certain that on the 400 and 500, when the north drift progresses some further, the ore body will be of proportions never seen in the Golconda before.

DEWEY AT WILLOW CREEK.

Pays \$300,000 for Willow Creek Group of Mines.

S. Z. Russell, C. B. Lyons and Emory Cole, owners of the group of mining claims in the new Willow Creek district, including the claim on which a rich strike was recently made, came to from the mines yesterday and went to Nampa this morning. It is reported that a deal has been made whereby these gentlemen will transfer their holdings in the new district to a company headed by E. H. Dewey, the Idaho millionaire, for \$300,000. It is known that Dewey has had experts on Willow Creek for two weeks, and they have been exceedingly anxious to get a bond on the Russell, Lyons and Cole properties. That they have reached a satisfactory agreement is evidenced by the fact that the owners of the claims have gone to Nampa to sign the final papers in the deal. Mining men who have visited the

WILLOW CREEK DISTRICT

say that it will prove one of the richest gold fields in the world. Thousands of tons of ore are already in sight the ledge matter being from seven to twelve feet in width and from every indication the ore grows richer as it runs deeper. An assay made this week of ore from the Russell, Lyons and Cole group gave returns of 2.90 per ton.

During the week hundreds of people have passed through Huntington on their way to the new gold fields, and the Willow Creek hills are covered with prospectors.

James O. Moudy returned yesterday from the district bringing with him several samples in which gold is plainly visible to the naked eye. Mr. Moudy has an interest in several claims adjoining the Russell group.

THE SAMPSON TUNNELS.

Two tunnels are being driven on the Sampson group by Superintendent F. S. Lack. One is on the Risk, and the other on the Sampson. Both are going ahead under full force, opening this property with all possible speed. More men are being added to the working force, as it is the purpose of the superintendent to get work well advanced there before winter sets in. In each tunnel there is an excellent showing, exposing the surface indications and opening a bright future for the Sampson. This property is but a short distance above the Cracker-Oregon, of the same big vein system, and the late strike in the latter property gives the owners of the Sampson as much encouragement as if it had been made in their own grounds.

MALHEUR HAS MINES.

Some Very Rich Ore Found in the Dalay Group.

Thomas Anderson, of First Creek, while sinking a shaft on the Dalay claim, opened up a bunch of very rich ore. He panned from one and one-half ounces of gold one dollar. At this rate the ore would run about \$1,000 per ton. He has taken out and stacked about 300 from this bunch and has another bunch opened up ready to take out. As we have said be-

fore, this bids fair to be a fine mine. The Red, White and Blue Company is running three eight-hour shifts on their mine now. They are employing 15 men and they expect to sink 100 feet deeper, making them a total depth of 150 feet. Lumber is arriving every day for the construction of the 20-stamp mill for the Black Eagle Mining Company. They have now 12 men employed grading for the mill and digging a ditch for water.

AT THE MAXWELL.

The Blue Mountain American speaks as follows of that promising property:

After driving a crosscut 21 feet, the new owners of the Maxwell mine have been rewarded for their confidence. This is a very promising strike. Work has been inaugurated on the property by Manager Neil J. Sorenson, on the lines of his first plans, which are to open the property from the level of tunnel No. 18. This had been driven largely on a vein parallel to the one on which were found the big Beckwith and Cold Gold shoots. The former owners had started a crosscut from the face of this tunnel, 1800 feet from the mouth. This crosscut passed under tunnels No. 14 and 15 somewhere near where they entered the Beckwith shoot. A narrow seam of ore had been encountered and drifted upon a short distance, after which work ceased.

Manager Sorenson received word this week from Superintendent Lohmire that the crosscut was continued but 21 feet when a fine vein was intersected. This vein exactly with the ore of the Beckwith shoot above. The first impression of the superintendent that the strike was a blind, is disproven in several respects, and Manager Sorenson's conclusion that

IT IS THE MAIN LEAD

is satisfactorily established now. Drifting will commence at once and be continued without cessation till the Beckwith shoot is explored. In Nos. 14 and 15 this shoot was 270 feet long, actual stopping area. Equal or greater depth is expected in No. 18, which is just 300 feet deeper than 15. About 270 feet long, with 200 feet vertical depth of virgin ground, is a most inviting prospect for the new management to enter upon after driving a crosscut but 21 feet.

After passing the Beckwith shoot, the important one on the main lead is the Cold Gold. It will be the next objective, and may be reached by following the line of the contact, rather than diverging as was the case in driving No. 14. The contact has been proven to carry the values in the Maxwell, and Manager Sorenson has formulated a very interesting plan of development as a result of his deductions from this and other facts, that may bring the Maxwell into the line of big producers at an early date. The Cold Gold shoot is larger and better than the Beckwith, in the upper workings. These two ore-bodies out at depth have great promise, as they were rich in the upper workings.

BADGER'S LONG HAUL.

Railroad Transportation is the Only Solution.

"We are having no trouble in treating our ore," said F. W. Bradley, while in Sumpter Sunday. "The Badger plant is doing exactly what we intended it should do, and with as good results as could have been expected. But we are having difficulty in marketing the concentrates. That long haul from the Badger to rail transportation is what hurts. We tried hauling to Pendleton and are now hauling to Whitney. We start for the railroad at whatever point may be the most advantageous, considering distances and rates."

Mr. Bradley's last visit to the Badger was something over a week's duration. It is evident from his words that the haul of concentrates is more of a thorn in the side than he believed at first. He and his associates are masters of all treatment problems. Should difficulties arise their pre-eminant knowledge of ore enables them to assail the problem with all



..WAGONS..

Represent nearly 70 years of experience in wagon building. It is an absolute impossibility to build a wagon better than THE MITCHELL. Why? Because money cannot buy better timber than is bought for the MITCHELL. Mitchell & Lewis Co., the manufacturers, positively pay 25 to 35 per cent. above the market price of first grades for the privilege of culling over and "skimming off the cream" of the wagon stock. This is carried for three to five years in open sheds under cover until thoroughly seasoned, being culled three to five times in the process of handling. Wood stock for three to five years ahead means wood stock aggregating in value nearly One Million of Dollars. It is not every factory that can carry this kind of a stock, consequently it is not every factory that can build wagons as THE MITCHELL is built—too many of them build from hand to mouth—buy stock today and make it up tomorrow. Do you want a wagon made in that way, or do you want one of our kind? One that carries with it an absolute guarantee that it is the best possible to build—always has been, and always will be. If you want our kind, make up your mind before you start out to buy that it will cost you more money than "the other kind," because it costs more money to build it.

The Best Is Always the Cheapest

—all that you want to know is that you are getting the best. You can be absolutely sure of it when you buy a MITCHELL WAGON.

The Mitchell Wagon

Is the King Pin of our large line of Agricultural Implements, Vehicles, Bicycles, Harness, Gasoline Engines, Cream Separators, Etc., and we aim to have every piece of goods sold by us in keeping with the quality of same, viz:

Best Possible to Produce!

the appliances of mines, which suffices in these progressive days. But knowledge is nothing in the presence of transportation difficulties. There is but one solution; that, exploiting inducements for railroad builders to put in lines. Mr. Bradley says that the inducement apparently existed in the timber of the John Day, till it was withdrawn from mining by the reserve order. He does not see what there is in the district adjacent to the Badger justifying a rail line commencing work very soon. If the timber is withdrawn, The Golconda Company has ordered a

larger hoist than the efficient machine now used. The one in position has about reached its maximum depth, 500 feet, when handling the waste taken from the Golconda during the extensive development in progress and also supplying the 20-stamp mill. A new hoist, larger and stronger engines and a boiler of larger capacity will be the improvement. This additional equipment has been ordered, and is expected to be in position early this fall, in time for work when the other 30 stamps of the mill are put into commission. Speaking of the improvements, Secretary Howard said recently that they would suffice for all needful

work for some time to come. The hoist will have a capacity of 1200 feet, handling large quantities of earth.

Oh, the bachelor girl should marry On the philanthropic plan. Make haste, and do not tarry. But choose an old maid man! —Philadelphia Record.

"I tell you, my wife is a pretty wiso woman, and it's pretty hard to get ahead of her."

"For instance?" "Well, she's down at the seashore now, and when she writes for money she incloses a stamp, self-addressed envelope and a check already made out for me to sign. Can't say it stipped my mind then."

The O. R. & N. Co. steamer Columbia, scheduled to leave Portland Sunday, September 14, for San Francisco, will not sail until 8 p. m. Monday, September 15.

"You promised you would marry me in time," complained the ardent suitor, "and now you break the engagement." "Yes," she replied listlessly, "and it's a great wait off my mind."

The Golconda Extension Gold Mining

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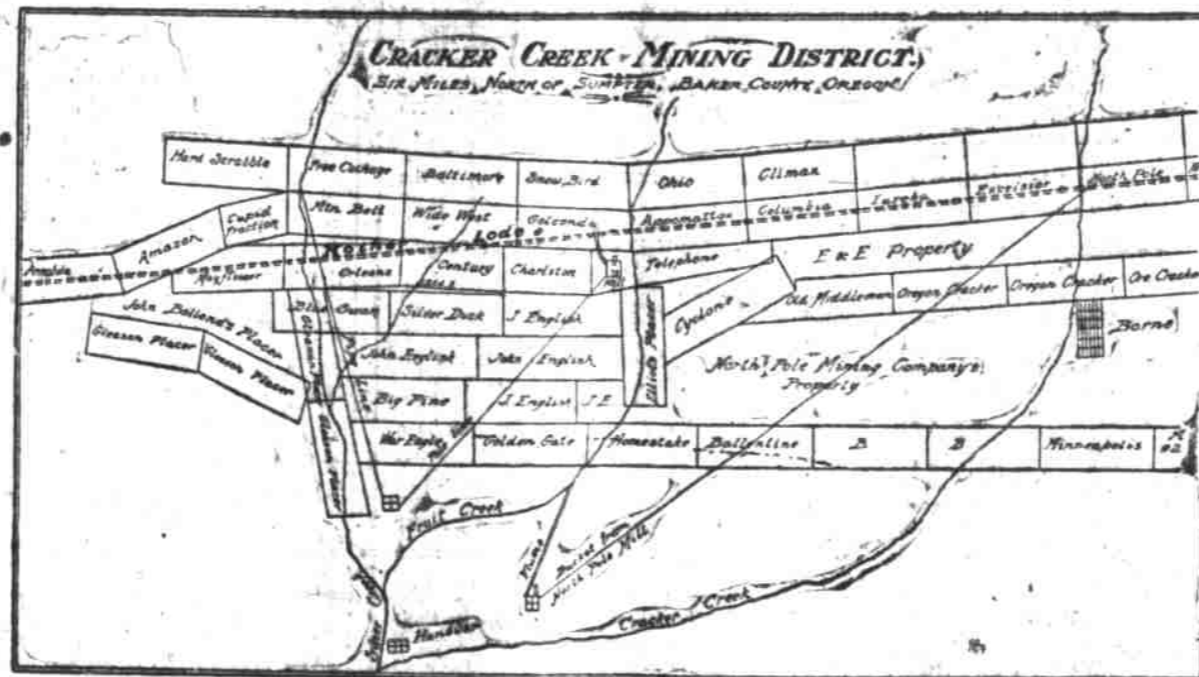
Property

The Golconda Extension Gold Mining Company owns one full mining claim, 600 by 1500 feet, known as the Orleans, and is located on Silver Creek, Cracker Creek district, six miles in a northerly direction from the Town of Sumpter and is the direct southwest extension of the Golconda Century claim and is reached by a drive of six miles over the Sumpter and Golconda county road.

Development

The Orleans Claim was discovered by Fred Knuth, who was one of the early prospectors in this famous district and was located in 1896. Last December active work was commenced by driving a tunnel on the vein and at the present time has attained the length of 140 feet and a perpendicular depth of about 40 feet. The tunnel is 4 1/2 in the clear, all timbered and in good shape, and equipped with track and car. A cross-cut has been run at the first 100 feet which proves the vein to be 25 feet wide, giving values of from \$2 to \$10. It is the intention of the company to extend this tunnel, making a cross-cut every 100 feet until backs of at least 300 feet are obtained.

The croppings, the formation and the character of the ore are identical with that of its next neighbor, the Golconda. So far as development has proceeded it has proven to the management that by further development we will be able to attain the same results as the other famous mines on this same mother lode. There is in close proximity on the property timber, water and other natural advantages guaranteeing cheap mining and reduction.



Every mine has at one time been a Prospect

The great Sumpter gold fields embrace a belt 15 by 60 miles practically unexplored. This belt within the last 35 years has produced over fifty million dollars (\$50,000,000) in placer gold. Here and there over this vast area of 900 golden miles are found such dividend-paying mines as are few and far between in any country. Less than 10 years ago the Bonanza mine was offered for \$500; its present value is \$3,000,000. The Red Boy was offered for \$1000; its value now is \$3,000,000. The North Pole was offered for \$3000, and has paid one million dollars in dividends in the past four months and is now being equipped with the largest stamp mill and cyanide plant in the Western country, its value being so great that the management has refused an offer of \$2,000,000 and will not set a price on their property. The E & E years ago was sold for less than \$10,000. It has a record of over \$900,000 as a product and is now out of the market. The Columbia was offered for \$4000 and is now worth \$3,000,000, and by recent reports it is estimated they have 300,000 tons of ore now in sight that will mill \$14 clear of all expenses. The Golconda was offered for \$700 and is now worth \$1,500,000. The new management of this famous property is now taking out ore that will run from \$50 to \$100,000 per ton and is running 20 stamps and a large cyanide plant night and day on ore that is practically inexhaustible. The new management has demonstrated that the main mother lode upon which the North Pole, E & E, Columbia and Golconda are situated, runs in a direct course southwest through the Century claim of the Golconda property. In this marvelous district are over 25 miles that within the last five years have been developed from prospects into paying mines. The Sumpter gold fields are no longer a dream. The prospect of yesterday is the dividend-payer of today.

The Directors of the Golconda Extension Company are certain that the success of those other companies will be duplicated if this property and that every investor will have a chance to become rich.

ALL THE COMPANY'S STOCK IS FULLY PAID and NON-ASSESSABLE and NO PERSONAL LIABILITY. 400,000 SHARES have been placed in the Treasury to secure the funds necessary to develop the property. All the other shares are pooled. 50,000 TREASURY SHARES are now offered at 10 Cents per share—proceeds to be used to further develop the claim. The next allotment of shares will be put on the market at an advanced price. Apply at once to the

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