RAILROAD EXTENSION.

Eastern Oregon To Be Gridironed This Season.

Lon Cleaver, who is largely interested in and around Prairie City, and Christian Anderson, of Portland, one of the locating engineers for the Columbia Southern railroad, left Sumpter Saturday to explore the country west of and contiguous to this camp. They would not tell their purpose or destination. The object of this trip, however, is known to be connected with the extension of the above named railroad. In this connection, the following from the Portland Telegram, is of special interest:

"Strong indications of a fight between the railroads of central Oregon, which will rival the famous Clearwater struggle, are in evidence. A large surveying party is working southward through that country from the Dalles, establishing complete surveys. On whose instructions the party is working is not known.

"The Columbia Southern has already entered this field by building a line south from Briggs, which will be completed to Shaniko by April 1, a distance of seventy miles. The Columbia Southern has also run surveys south from The Dalles and has surveyors out in other parts of eastern Oregon. But the latest surveying party evidently intends to steal a march and get control of the territory for the company in whose interest it is working.

"One who claims to be acquainted with the plans says the party's purpose is to run lines to Prineville, thence east through Crook and Grant counties to Canyon City, thence from Prineville again south to Lakeview in Lake county. In fact it is intended to secure right of way covering the heart of central Oregon. It is proposed to get an outlet from Prineville by going west and connecting with the Corvallis and Eastern.

"When it is realized that central Oregon offers a virgin field larger than the state of New York to the first railroad to block out the territory, it will be seen there is something there worth fighting for. People have expressed surprise that no railroad until the advent of the Columbia Southern ever saw fit to get in on the ground floor in this great railroad territory, which comprises nearly 80,000 square miles. However, the stockmen of the interior have always been extremely bitter against any so-called invasion by a railroad, as it would be the means of opening large tracts to settlers, thereby cutting big slices off of their ranges. But since one railroad has taken the initiative and shown what vast opportunities of trade there are within those boundaries, others are showing a fervent anxiety to get in and get a percentage.

"J. C. Young, a prominent mining man who has interests near Canyon City, remarked to a friend while in this city, that there would be enough ore in that section to pay for extending a railroad there and keep the biggest kind of a smelter plant in Portland running full blast. Besides mineral, each one of the counties has diversified products enough to pay big dividends to any railroad fortunate enough to tap the district."

O. K. a Fine Free Gold Proposition.

Sam Wilson, the discoverer of the O. K. mine, near Lawton, Oregon, is a Boise visitor. Mr. Wilson is in partnership in the mining business with E. W. Johnson, of the Overland. He says the O. K. is being systematically developed and that it is one of the best free milling gold properties he ever saw. The vein is about thirty feet wide and the ore runs from $17 to $78 a ton. He has driven a tunnel, on which he commenced work four months ago, 100 feet, doing the work unaided. The tunnel penetrates the base of the mountain, the apex of which is 200 feet above. Lawton, one of the very newest of Oregon's mining camps, is seventeen miles west of Sumpter and two and a half miles from Granite. It is an enterprising place, as is evidenced by the appearance of the Lawton Standard, even in advance of the establishment of a postoffice in the place. Mr. Wilson says the future of the camp is very bright. With the present showing he prefers it to Cape Nome. Mr. Wilson is an old Wood river miner. He located the Top Top mine on the Hailey gold belt and sold it for a song. Last year the owners of the property refused $1,000,000 for it.—Idaho Statesman.

Wants Information About Oregon Mines.

Senators Simon and McBride and Congressmen Tongue and Moody have written to the board of trade of this city, urging the necessity of reliable information, showing the importance of the mining industry of Oregon. The representatives say there is little hope of securing a mint or assay office for this city during the present session, but they desire to have the additional data ready to present to the next session. The board of trade and the chamber of commerce will begin immediately the collection of detailed information regarding the mines of eastern and southern Oregon, which are now paying dividends and those that have been developed so far as to leave no doubt as to their future value.—Press dispatch from Portland.

Will Improve Sumpter-Granite Road.

The enterprising citizens of Granite met in the school house Wednesday evening to discuss the advisability of taking up subscriptions with which to improve the Sumpter-Granite road, which is "nigh onto" impassable. Within a few minutes over $200 was subscribed, and as all of the mine owners in this section have promised to assist in the good work, it is thought that $500 can be raised here within a few days. The Sumpter people have offered to double the amount raised at Granite, so that it is safe to assume that $1500 will soon be on hand, to be used for this much needed improvement. Mr. O. A. Thornburg, with three men, began work yesterday between here and the summit. A list of the road fund subscribers will be published later on.—Granite Gem.

Voters Attention.

The voters of the North and South Sumpter precincts can now register at the city hall, E. L. Manning, city recorder, having received the registration books from the county clerk for that purpose.

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