

COLORADO-OREGON.

Cash Paid for this Producing Property.

Sam H. Hayes, formerly of British Columbia, where for several years he figured as one of the prominent mining operators and promoters of that district, passed through Sumpter some three weeks ago en route to the Quartzburg camp, near Prairie City. Sunday he returned to Sumpter and reports the purchase at Prairie of a valuable and well known property, called the Colorado and Oregon, together with the buildings, which consist of miners boarding and bunk houses, blacksmith shop, assay office with complete outfit, and a 5-stamp mill, which has been in operation on the property for several years.

The Colorado and Oregon were originally owned by some Portland men, who sold them to J. Lawrence, of Prairie City, in 1895, since when the mine has been leased to various parties, one man paying \$2 per ton for the privilege of taking out the ore, from which in four months and with his own labor entirely he realized \$8300.

It is known that several parties have been trying to buy this property for a long time, but Mr. Hayes, being a man of few words in negotiations of this kind, has outgeneraled them all, by putting up his cold cash and getting a clean deed to every thing on and in the ground of the two claims. From the thirty assays made while at the mines, it is certainly evident he has secured a big property, as the lowest value shown was \$21, while the others run up to \$372. When it is said that only 200 feet of depth has been reached, the possibilities of the property are unknown, but surely great. Mr. Hayes being a practical miner, will develop it by intelligent work, such as will show up the merits of the Quartzburg district, which is one of the richest in eastern Oregon, but on account of being so far from transportation, and the mine owners, apparently a class without means, energy or ambition, the section has never attracted much attention. Now, however, that new blood is beginning to secure interests there, it will soon attract wide and favorable attention.

That there is much gold in the high hills of the Quartzburg district is as sure as that the hills themselves are there, and the many millions of dollars taken from the placers along Dixie creek, which drains these mountains, is but one of the positive indications. But the crude means of mining must be overcome by money and experience, and the days of the old arrastra, of which there are a dozen within a radius of a few miles, give way to the modern mill and other devices intended to abstract the precious metals from their hiding places. Mr. Hayes will probably stock the newly acquired property, in which case he will have but little difficulty in finding ready money for what development stock he may desire to place, it being in reality a mine, ready to begin working at once, though a little money judiciously spent will undoubtedly make it a dividend payer at a reasonable early day.

The consideration at which the property changed hands cannot be given here, but Mr. Hayes paid a handsome sum, and shows his strong faith in the district by not asking for a bond or time, but by direct purchase for cash. THE MINER wishes him success, as it does all new comers of his kind.

Potatoes for Sale.

Low Bros., of Baker City, have a carload of fine Early Rose and White Star potatoes for sale. Enquire at Sumpter Forwarding company.

NEW TRAIN SERVICE.

Two Daily Trains on the O. R. & N.,
Beginning April 24.

The double train service to be established between Portland and Chicago, April 22, in which the O. R. & N., the Union Pacific and the Oregon Short Line are interested, will shorten the through time 11 hours. Train No. 2 leaving Portland at 9:15 a. m., beginning on the date named, will be known as the Chicago-Portland special. Its train equipment will be new, making it fully the equal of any train now in service from the Pacific coast to the east. It will consist of a mail-car baggage-car, a library-composite car, a first-class Pullman sleeper, a dining-car, two chair-cars and a tourist sleeper. There will be one change of cars to all eastern points. The full time will be three days through to Chicago, or four days and two hours to New York.

The second train, known as No. 6, will leave Portland at 6:20 p. m., connecting at East Portland with the Southern Pacific's overland train from San Francisco, and will carry through equipment to Chicago via the Union Pacific and the Chicago & Northwestern, and also the equipment for the Washington division of the O. R. & N., in connection with the Great Northern for St. Paul. This train will reach Spokane at 10 a. m. A dining-car will be furnished for breakfast into Spokane, and for dinner on corresponding train leaving Spokane at 3:45 p. m. The new schedule as arranged, will supply the most complete service ever furnished on the O. R. & N., as provides increased service in Eastern Oregon, where it is greatly needed, and gives immediate connection with the Washington division at Pendleton. At this point there is a large interchange of traffic, on account of the various mining districts of Baker county, the Coeur d'Alene, the Republic and Kootenai mining camps. Portland is greatly benefited by this change, inasmuch as increased service is given from eastern Oregon and Idaho.

No. 2 will arrive in Chicago at 9:30 a. m.; No. 6 at 7:45 a. m., as at present.

The Westbound train out of Chicago, corresponding with No. 2, is No. 1. This will arrive in Portland at 4:00 p. m. The train corresponding with the eastbound No. 6 is No. 3, out of Chicago. This will reach Portland at 7:30 a. m. Westbound train No. 1 will leave Chicago at 6:30 p. m., and Omaha at 8:20 a. m. the following day. The time will be reduced two hours and 45 minutes. No. 3 westbound train will leave Chicago at 10:30 p. m., and Omaha at 5:25 p. m. the next day.

The service on the Union Pacific on all these trains include buffet-smoking-library cars, and dining cars. No. 6 will carry a daily ordinary sleeper to Kansas City, with change en route to ordinary cars to Chicago.

Consult the nearest ticket agent for detailed information.

W. H. HURLBURT,
General Passenger Agent.

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.

The Sumpter Lumber company will sell doors and sash five per cent cheaper than any concern in eastern Oregon.

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in Sumpter.

Men's and Boys' Spring Hats

are here now, and others are arriving from time to time. SPECIAL—a beautiful line of Ladies' Musline Underwear. Must be seen to be appreciated. The HARDWARE DEPARTMENT has been fully stocked up again with everything in shelf and heavy hardware, builders' tools, iron and steel and miners' wares; also largest stock of paints, oils, sash, doors and window glass in Eastern Oregon. New goods are arriving constantly.

C. J. JOHNS, Sumpter

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