

CANNING HORSE MEAT**This Oregon Industry Has Resumed Operations.**

The Cayuse cannery, at Linton, has just resumed operations. The animals from the ranges of eastern Oregon are being converted into food for the people of Europe and the fighting Tommy Atkinses in Africa and elsewhere.

A ready demand exists for Oregon cayuses and there is no trouble to dispose of the product of the Linton canning factory. Monday forty-five horses were slaughtered and yesterday there was another big killing.

The Linton meat factory has been closed down all the winter. In December the horses began to get poor and they are not fit for use until the spring ranges freshen up.

Superintendent Kinsman, of the factory, when asked about the market for canned horses yesterday, said dubiously there was no money in the business. That is to say, there is not much profit in the business.

"It would have been better for us," he said, "if we had not resumed until June 1. During the winter we are always shut down. The first installment of horses was not in the best of condition. They have not had the time to fatten up yet, but I found some around The Dalles that were in good condition and the animals will in a short time become very fat and nicer for canning purposes."

"Tomorrow 300 head of horses will arrive here from the country around Arlington and elsewhere. A. B. Miller is buying at Arlington. Next Tuesday another big shipment will come to their ill-fated end. Scrubby looking creatures many are, but the most unpromising hide may cover juicy steaks."

"Mr. Miller, at Arlington, is buying cayuses from the Indians. Some 3000 head of scrubs are to be gathered up and shipped to the abattoir as rapidly as they can be reduced to useful purposes."

The business of converting cayuses is getting down to a finer point all the time. With the exception of the hoof and the squeal nothing is lost. Hide, bones, flesh and tail is utilized, and the time is near at hand, doubtless, when the hoofs of the animal will be turned into manufactured articles. Hoofs are utilized now, but the industry is still in its infancy in the northwest. The cannery at Linton is the only one on the Pacific coast.

Superintendent Kinsman says there is a mistaken idea that there is a great deal more actual workable material in a cayuse than there really is.

Sixty pounds, he states, is a good average amount of flesh gotten out of an ordinary range horse. Most people suppose there are 200 pounds of flesh in one of the animals.

The abattoir has a capacity for 100 horses per day. The buyers pay \$2.50 each for them out in the country. The purchaser pays the freight, which is about \$5 for each one to Portland. This makes them cost \$7.50, not including feed and care while awaiting the slaughter for three days in the pens.

The most successful run of the factory since its inception was during the Chinese-Japanese war, when the Armours and other interests handled large quantities of canned cayuse from Linton, shipping it to China and Japan, where it was rated as a delicacy, having a flavor that, even if the consumer knew it, made him forget.

From a theoretical standpoint it is said to be a cruel shame to kill the creatures. There seems to be no good reason for this view, in the estimation of the practical business man. The cayuse is of little value anyway considered. The prejudice

against horse as a meat product is based on blind adherence to custom. A fat cayuse is said to be quite palatable—but few people knowingly would experiment with their appetites in this direction.

The cayuse is cleaner, the meat is sweeter—and tougher—better formed and less likely to carry the germs of diseases than hog fat. Pork, physicians asserts, has sent many persons to the insane asylums and as a food product ought to be tabooed by all who would enjoy good health. The physicians hastens to add, however, that this is no argument in favor of a horse meat diet exclusively.—Exchange.

Another Railroad Through Eastern Oregon

The Portland Telegram prints a special from Arlington, dated the tenth instant, which says: A party of men, under the direction of J. Q. Jamieson, the well known railroad civil engineer, commenced yesterday to make the survey for a railroad, which is to begin at this place and run south through Gillam county by way of Olex and Condon. Beyond these points no information can be gained as to the route or destination of this proposed railroad, for the engineers are as reticent as such men usually are. The engineers began their survey just west of the O. R. & N. Co.'s depot, and ran south through the west part of town, passing near the schoolhouse. They have established their camp on the Condon stage road, five miles south of this place. Their vouchers for supplies are made out to the Oregon Southern Railway company, which is all that is known here as to the name and organization of the company. The route the engineers have selected offers no serious topographical difficulties to the construction of a railroad and, passing through one of the best farming and stock regions of eastern Oregon makes it reasonably certain that the road will be built in the near future.

Simcoe Chapman on Sumpter-Granite Road

Simcoe Chapman, owner of the famous Ibex property near the summit of the Blue mountains, between Granite and Sumpter, is firmly of the opinion that the bad road problem can never be solved until the present wagon road between Granite and Sumpter is changed. There is already a good road from the Ibex mine to Sumpter, a distance of nine miles, he says, and he believes a new road from the mine into Granite could be built much more cheaply than the present road can be repaired. The distance from the Ibex mine to Granite, he says, is only five miles. There is an available route over which could be built a road that would remain in good condition the year round, by reason of the fact that it would have good drainage. An effort is being made to have Grant and Baker counties expend \$4000 on mining roads. If this amount is appropriated the mine owners of Granite and Sumpter have signified a willingness to raise \$2000 more. As much of the prosperity of a country depends upon its highways, it is highly important that whatever money may be raised be expended judiciously and that the best possible beds be selected.—Granite Gem.

Rich Strike in the Elkhorn.

Mr. Harry Foster, bookkeeper for the Eastern Mining company, at Elkhorn mountain, was in the city yesterday and gave the information that there was intense excitement in the Elkhorn district over the sensational strike made in the Charlotte mine, one mile south of the Baisley-Elkhorn mine, on Pine creek. Mr. Foster says the Queen Charlotte ledge is seven feet in width and assays \$76 per ton. In his opinion it is a big bonanza and too much cannot be said of its merits. The Queen Charlotte is the property of Fred Freeman, an energetic prospector and practical miner, who is justly entitled to his good fortune and whose head is not the least bit swelled by his lucky find.—Baker City Democrat.

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