

PALACIAL TRAIN.

**"Chicago - Portland Special,"
Ne Plus Ultra.**

The Oregon Railroad and Navigation company and its connections combine to form and operate "The Chicago-Portland Special," a magnificent annihilator of time and space, and they have spared no pains or expense to enhance the comfort of the transhemispheric journey, while they diminish its duration to the least possible minimum of time. Nothing that taste could suggest, ingenuity devise, skill construct, or lavish money pay for, has been left undone to render a flight across 2314 miles of mountain and plain a pleasure to the most delicate and fastidious traveler.

The whole train is uniform in color and style. Every car is finished externally in dark olive green and gold, and on every one is emblazoned in golden characters "Chicago-Portland Special." Next to the mighty 120-ton locomotive come the mail, express and baggage cars. Then follow, in the order named, the compost or buffet car, the Pullman and tourist sleepers, dining car, two reclining chair cars and a day coach or smoker. All have been designed and built expressly for this model train, and all are models of their kind. The buffet car is a clear case of multum-in-parvo or e-pluribus-unum on wheels, containing a library, elegantly furnished reading room, writing desks, card tables, cafe and bar, barber shop and bath room, with trained attendants always at command. The Pullman sleeping car is a veritable palace of dreams, on which cunning artificers in brass and glass, and precious woods and tapestries, have exhausted their ingenious skill. It is equipped with every modern appliance of safety and luxurious ease that can be condensed in a miniature palace, 75 feet long, by 20 wide, and 15 high.

The ordinary or tourist sleeper is extraordinary, considering the prices charged for its accommodations. It is in every respect equal to the best Pullman car of a few years ago, and a 300-mile sleep in one of its snowy-lined and daintily comfortable beds costs no more than a night's lodging in any average provincial tavern. The dining car is a fitting banquet hall, equipped with every modern improvement and convenience to be found in a first class metropolitan restaurant, and serving an epicurean menu a la carte as cheaply as though 50 or 75 miles of glorious scenery were not thrown in with every meal, as an esthetic aid to appetite and digestion. The chair cars are handsomely finished and furnished, and offer many advantages free to those who, from any cause, decline to avail themselves of the sleepers. They are carpeted, brilliantly lighted, abundantly supplied with clean towels, and other toilet accessories, and each car is in charge of a trained and uniformed porter. One or two first class day coaches in the rear of the chair cars complete this paragon of cross-continent trains.

The heaviest and most powerfully built cars, like the sleepers and buffet cars are always placed in front, and those of a lighter construction in the rear, as a precaution in case of accidents—where serious accidents have never yet occurred. Second class passengers are carried at second class rates, but there is not a second class car in the train. From engine to hindmost day coach, everything is first class of its kind, and its kind is unsurpassed. It is a solidly vestibuled train of flying palaces, where every man is a sovereign, and every woman is a queen, who holds either a first or second class ticket. The trip from Portland to Chicago is a 2314-mile long panorama of all that is sublimest and most enchanting in Nature's

glorious handiwork, and the time is little short of greased lightning. The whole wondrous journey of 2314 miles from the golden slopes of the Pacific to the wind-swept shores of the great lakes, is accomplished in 72 hours and 15 minutes—a reduction of 11 hours and 15 minutes from the fastest time ever made heretofore—and of this the actual running time is but a trifle over 60 hours, showing an average speed across the hemisphere of 33½ miles an hour. The train leaving Portland at 9:15 Monday morning, reaches Denver at 8:40 Wednesday morning, and Chicago at 9:30 Thursday morning. And the flyer leaving Portland at 6:00 Monday evening, via Spokane, arrives in St. Paul, over the Great Northern railway, at 2:30 Thursday afternoon, and in Chicago at 7:30 Friday morning. The Atlantic Express, via Huntington and Omaha and Kansas City, leaves Portland at 9 p. m. and whirls into Chicago in about the same time as the shortest schedule ever attained before.

One tenth of the tour around the globe in three short, delightful days! No grander trip is possible on earth, in so short a time, surrounded by so many circumstances of comfort merging into luxury, and at so little cost!

Looking for Lost Bonanzas.

For forty years adventurous spirits have sacrificed time, means and sometimes life, searching for fabulous "lost gold mines;" and notwithstanding that after all this sacrifice not one of these mythical discoveries has been relocated, men still pursue that will of the wisp. It is more fascinating than perpetual motion, and quite as elusive. The stories are nothing more than old time yarns spun long ago by romancers and dreamers—told around flickering campfires, and discussed in bar-rooms from Yuba to the Yukon. Men with leasurs, means and inclination to pursue these phantoms into the depths of the wilderness would better occupy their time and expend their resources in searching for mines that never were discovered. Since miners began to discuss the "Blue Bucket" diggings, and the "Lost Cabin" placers, and "Walker's cement ledge," hundreds of paying properties have been discovered that never were lost. The truth is that these elusive treasure spots are like the miner's daughter Clementine, they "are lost and gone forever." Search for them is as hopeless as search for Jules Verne's mythical "green ray," or the fabled fountain of youth.—Spokesman-Review.

Mackintosh Brought \$6,000,000 to Roseland

Of Governor Mackintosh, who is largely interested in Sumpter, the Roseland Miner says: Men are best judged by what they accomplish and, looking at the Hon. C. H. Mackintosh from the standpoint of what he has done for Roseland, it seems to us that he is entitled to the support of every voter here. What he has done for this city incidentally has benefitted the entire riding and, therefore, the support of the electors all over the Roseland riding should be his without his asking for it. It was he who, at a time when the mining affairs of the camp were languishing, went to London and succeeded in bringing about the formation of a corporation there, and under his personal direction that organization expended something over \$6,000,000 of British money in this camp in the purchase and development of mines. Through the instrumentality of this company, which owed its origin to the enterprise and ability of Governor Mackintosh in crossing the ocean and inducing British capital to form it, a number of mining properties, which might not be lying idle, have been brought to a stage which will in a short time make them large producers of ore.

Notice to the Public.

All consumers of city water must make application to the office of the Sumpter Water company before the mains are tapped or any residence or business house supplied with water.

SUMPTER WATER COMPANY.

THE SUMPTER LUMBER COMPANY.

Now is the Time to Build.

DON'T wait till mid-summer or late in the fall. Commence now before the rush, while you can get plenty of material cheap and while mechanics are not crowded with work. Every season repeats itself: A big rush late in the season and a lull "in the early spring-time when the violets bloom."

We have a fine stock of lumber and we are equipped to get out detail work for the finest kind of finish. A superior quality of buildings are what we are looking for this season, now that the permanence of the town and country is assured. * * * * *

J. B. STODDARD, Manager.

"THE GOLCONDA" Saloon, Music and Beer Hall

D. M. FERRY & CO., Props.

Only the best of everything, including first-class music, day and night.

Family rooms up stairs.

SUMPTER, ORE.

STAR SALOON

ALF. ALLEN
Proprietor

Handles the best of Liquors, Wines and Cigars. Draught beer a specialty—by the pitcher, bottle or glass.

Opposite Depot - SUMPTER, OR.

**W. S. BOWERS
ABSTRACTS**

Real Estate, Loans and Insurance. Mining Patents Obtained

Years of experience in Baker County Records.
No. 2104 Court Street, Baker City; Oregon.

Erwin & Co.

Real Estate
and Mines...

Opera House Block

"Just around the Corner"

THE MAZE NEBERGALL & MOORE PROPRIETORS.

Fine Wines, Liquors and Cigars.

NEILL BILLING

SUMPTER, OREGON