

BUSY AROUND BURNS.**Railroad Company Files Definite Location.**

The United States Land Office at Burns is kept hustling these days. The filing of homestead entries and claims under the desert act is always large here, but during the past month there has been a rush, the number of filings more than doubling those for any previous July. As is the case all over eastern Oregon, the small rancher is looking for a home here. Whenever there is a level tract of land and water convenient there is a race to see who will be the first to get it. Every year finds more fences and less vacant stretches of country. The resources of Harney county are great, but on account of its isolation, the outside world has been slow in finding it out. But people are coming now, and they find a welcome here.

A large surveying party for the Corvallis & Eastern company has just completed its work in the county, and filed in the land office here its map of definite location, along with a profile of the right of way or route to be taken. It began surveying about 24 miles southwest from Ontairo, on the Malheur river, and added about 100 miles to that already surveyed. The new profile filed in the land office here shows the line to be along the valley of the Malheur river. It follows that river for a distance of 122½ miles, the entire distance the line is now surveyed. The surveying party broke camp on the 18th of July, and filed its profile, or definite location claim, in the land office on the 25th. The land office officials have been busy ever since that time examining the records, so as to report to the general land office at Washington each 40-acre tract of government land through which the new railroad survey passes. The line, meandering with the creek, covers a large section of country.

The present survey ends near Crane, in this county, 40 miles southeast of Burns. It is 140 miles from Ontairo. There was a preliminary survey made along this route several years ago. A few miles this side of the terminus of the present survey there are two preliminary surveys. One leads out south via Albert lake and Lakeview, in Lake county, and thence south through California to a point on the Southern Pacific road. The other comes via Burns, thence by Prineville and on to Albany.

The field is a good one from beginning to end. The thousands of head of horses and cattle and sheep, and millions of pounds of wool from this great stock center, demand better transportation. Besides this and the vast amount of freight shipped into this country, the rapidity with which it is settling up is enough to convince the shrewd railroad magnates that this is not a country to be neglected. It is no longer a question of the people of eastern and southern Oregon begging for a railroad, but it is a race for the swiftest to get here first.—Special from Burns.

Kodiak for Next Fake Boom.

"Look out for Kodiak Island as the next place interested parties will try to boom," said W. B. Helms, just returned from Nome, to an Oregonian reporter. "Nome has had its day, and York, 120 miles to the north, was a fizzle, but as we came down we stopped at Kodiak, to take off the crew of a cannery which had just been shut down. There were 40 men in the crew, bound for San Francisco, and some of them exhibited vials of black sand in which colors of gold could be discovered. The sand was found on a high stretch of beach which is washed by the

sea at times of full tide. None of the cannerymen cared to stay with the diggings themselves, but when we arrived in Seattle, the daily papers came out with scare-head articles on the fabulously rich diggings to be found at the mouth of Red River, on Kodiak Island. The news was given the world on the strength of what the captain of the Valencia had said about the place, and the information was vouchsafed that a great stampede was being made for Kodiak, where hundreds of miners were digging out gold to beat all. Yet there isn't a human soul within 80 miles of the mouth of Red River, but all the same, look out for that point as being the place to which the unwary are to be lured next."

Tramway Six Miles Long.

To reduce expenses of the Baisley-Elkhorn mine, the owners of that famous property have commenced some very extensive and radical improvements. The first step was to put in a telephone line from Haines to the mine, and the poles and wire are now on the ground and in a few days the work of setting the poles and putting up the wire will be completed. In addition to this they are preparing to build a stamp mill in the canyon on Pine creek where abundant water power can be secured. The ore for reduction will be tramed down to the mill. Then this tramway will be extended a distance of five or six miles to Powder river valley, and all the concentrates from the mill will be tramed to this point and then hauled to Haines for shipment. These improved methods will reduce the expenses, as it will save hauling wood to the mine, over an up hill grade, and do away with the long haul of concentrates. Since the proprietors commenced to sink a shaft on their property, they decided to curtail the expense of production.—Republican.

As Soon Have Gold in Mine as Bank.

One of the most unique mines in this section of the country is that of H. W. Tracey, near Robinsonville, known as the Black Hawk. Mr. Tracey's mine consists of a pay chute not wider than a foot at its widest place. Its average width is from two to three inches. His working force consists of himself. As the ore is very rich, however, averaging perhaps \$10,000 a ton, Mr. Tracey says he can get all the money he wants working single-handed. He considers the ground safer than a bank, and draws upon it only according to his needs. The property is only opened up by a 30-foot shaft and a short drift. Mr. Tracey is now at work on another shaft on a parallel vein that averages from one-fourth to three inches in width. The ore in this vein is equally as rich as that in the first he worked. An adjoining claim, known as the Mollie Gibson, is also owned by Mr. Tracey.—Special from Granite to The Telegram.

Much Timber Used in Mining.

There is an increased demand for timber, and there is strong talk of an electric road from the Cracker creek mines to the timber below Sumpter. This will tend to stimulate and support another great industry. Few realize the enormous consumption required for even a dozen big mines when sinking operations begin. The Comstock alone exhausted 400,000,000 feet of timber, and \$12,000,000 worth of fuel in about ten years. Butte City has nearly equaled this and hauls it from Missoula. There is timber enough in Breece, Fryer, Carbonate and Iron mills at Leadville to easily build the city of Denver. A mill close to available good timber could, with a short road, supply timber to the mines cheaper than it could be cut at the mines.—J. F. L., in Portland Mining Review, under Sumpter date.

Don't neglect your eyes. Glasses and spectacles properly fitted to defective sight. F. C. Brodie, Opera House Jewelry Store, Sumpter.

MINE TIMBER DILEMMA.**Plenty of it Around but Government Agent is Also There.**

The mine manager whose woodpile is getting low and who, to continue the development of his ground and the stoping of his ores must have timber, is in a dilemma. Having been notified by Percy Sowers, special agent of the Land office, that the Government will hold the mining company responsible for any "stolen timber" that is found in its property, and further that there is practically no Utah timber which has not been cut in violation of law, the manager would like Mr. Sowers to direct him just where to go for timber.

There is plenty of it around, but as there is nothing to distinguish one class from the other, the companies have decided to defer all purchases until they have had the assurance of the special agent that it is safe to purchase. In the face of the recent admonition that they would be compelled to pay the Government as well as the original vendor for any and all stolen timber in their possession, they were induced to believe that Agent Sowers would seize the branding iron and define the difference. The agent has failed to do this, however, and the result is that not a little hardship is threatened.

A manager of one of the most active properties said recently that his superintendent had been signaling for timber for days, and that he, in turn, had been vainly hunting for the special agent that he might ascertain just what timber can be safely purchased. Until he gets this information he declines to replenish the woodpile at the mine and serious embarrassment may result. The special

agent should keep himself in evidence, or brand every stick of timber that is offered for sale.—Salt Lake Tribune.

Leave Coal Mine for Harvest Fields.

Work at the Birch creek coal claims has been temporarily stopped on account of the shortage of harvest hands, the men who were at work there having gone into the fields for the present time. Senator T. C. Taylor, who is one of the principal ones interested in the claims, stated today that it was not the intention to cease the work of prospecting, but that it would again be resumed before long. The showings already made have been sufficiently encouraging to warrant going deeper into the mountain. There is good prospect for some fine coal deposits being unearthed in the near future. Its importance, with reference to the development of the Pacific Northwest, is so great that the utmost endeavor will be made to find out if there is coal of quality warranting mining it.—East Oregonian.

Name of Locating Engineer.

A. Kinney, civil engineer, recently employed on the Mohawk branch of the Southern Pacific, has been appointed locating engineer on the Columbia Southern. He started Thursday for Shaniko, to begin setting stakes southward toward Lakeview. When a sufficient distance has been cross-sectioned, proposals will be submitted to contractors for bids. It is expected the work will begin within 60 days.—Oregonian. That paper has been imposed upon by someone. The facts are that R. C. Kuney, (not A. Kinney) joined the Anderson party, who are engaged in making a preliminary survey for The Dalles Southern Railway Co. This company and the Columbia Southern are two separate companies.—Shaniko Leader.

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