

"ALL KINDS" OF RAILROADS.

Building Towards the Promised Land of Eastern Oregon.

There is no doubt as to the intention of The Dalles Southern railroad to tap southern and southeastern Oregon. Grade stakes have been located a distance of 80 miles south of The Dalles, and the engineers are making permanent surveys.

The Dalles Southern is but one of half a dozen roads anxious to tap the rich agricultural belt comprising Central Oregon. The railroad war for territory predicted some time ago is fairly under way. The respective companies which have been trying to work unobserved in perfecting their plans have in several instances been forced into the open, and are making no further secret of their plans to operate in central Oregon. The Corvallis & Eastern, which will enter the "promised land" over the Cascades from the west, is said to be also locating grade stakes and getting a complete right of way for immediate action. The Oregon Midland, which will enter the state over the California border line, has already advertised for bids on grading. Its purpose is to build to Klamath. From the eastern section of the state there is talk of the Sumpter Valley road extending into the interior, and a couple of other proposed roads are talked of, desiring to help bring central Oregon in touch with the world. The Columbia Southern, which now operates from Biggs to Shaniko, and belongs to the same company as The Dalles Southern, will likely be extended to Prineville and thence easterly to Grant county.

If the plans of these projected and proposed railroads mature, central Oregon will be entered from the north by the two roads last mentioned; from the west by the Corvallis & Eastern; from the south by the Oregon Midland and the California, Nevada & Oregon, and from the east by the Sumpter Valley, and one or two others that are only on paper at the present time.

In any event central Oregon promises to be well supplied with railroads, and for that reason is now a desirable place for settlers. Already the tide is setting in, and probably next spring will see a flood tide of immigration traffic to the farmers' Eldorado. It is easy for people to satisfy themselves that the land is rich in promise, and it will be in great favor next year. Land selling for \$20 an acre will easily be worth from \$300 to \$500 with railroad facilities for getting the produce to market. The central portion of the state now is more remote from market than Chicago is from Portland. It takes more time to reach the interior towns than it would to go to Chicago. For that reason large tracts of agricultural land capable of raising anything, have been given over entirely to the grazing of herds.

With the building of these railroads conditions will rapidly change. Villages will spring up in the place of "cattle springs," cultivated farms will take the place of dead ranges, and throughout the entire section commercial conditions will be transformed, from which will flow an immense volume of business.—Telegram.

Big Body of Ore in the Mammoth.

The Mammoth, owned by Dr. Trowbridge and W. M. Wilson, is located on what is known as Secesh gulch, about three miles from Prairie City, in this county. The owners have run a tunnel in alongside the ledge a distance of thirty-five feet, and the mountain on which it is

located is so precipitous that it is fully that distance from the surface to the end of the tunnel. After the tunnel has been cut to the distance of 100 feet, a crosscut will be run to the opposite side of the ledge from where the tunnel is, a distance of probably 35 feet, the estimated width of the ore body. The rock between the two walls, which are well defined, is all highly mineralized, and assays taken from various places average \$7.50 in gold and silver alone. Besides the two most valuable metals, copper, zinc and lead are found in small quantities. The ledge has been traced for a distance of 3000 feet, 2000 of which is in sight. The services of a smelter will be required to reduce the ores, and the one to be erected in the near future at Prairie City, will be used at first, but if the owners' hopes are realized they will soon build one of their own. Dr. Trowbridge was in Canyon City last Saturday after a couple of skilled miners.—Canyon City News.

UNION COUNTY MINES.

Will One Day be a Great Copper Producing Region.

E. S. McComas returned on Sunday morning's train from a trip to the great copper belt of eastern Union county, where he went to examine several copper locations in which he is interested. He says that beginning on Powder river some three miles east of Telocaset on or about Jasper Mitchell's place may be found splendid copper ore, and that from there to the Iron Dyke mine on Snake river, on almost any of the summits, may be found croppings of these wonderful deposits.

At Burkemont, five miles east of Medical Springs, the North American mining company is doing very extensive development, and have installed expensive machinery, such as air compressor Burley drills, hoisting works, substantial houses, and have a large and increasing pay roll.

Here the great upheaval of ore is from 800 to 1000 feet wide, and while at the surface the ore only assayed from four to eight per cent copper, they are now down 100 feet and have drifted each way from the main shaft 40 feet and have a body of ore 80 feet wide that carries \$20 gold and copper values. This great copper belt can easily be traced from Burkemont to Eagle, and is again on top at the Iron Dyke, and there it crosses Snake river and enters the Seven Devils camp.

The people of Grande Ronde valley have but a faint conception of the value of the eastern part of this county, and Mac says that the citizens of La Grande and the entire valley who so nobly responded to expansion in raising the subsidy to secure the establishment of the sugar industry here, should at once take hold en masse and secure the right of way and a subsidy to build a road to Medical Springs, and once there the interests of the mining industry would take care of its further progress, and in this way Grande Ronde valley would secure not only the entire trade of Union county, but would forever settle the question of county division.—La Grande Chronicle.

Through the Yellowstone.

The new route via the Oregon Short Line Railroad and Monida, Mont., enables you to make a delightful trip through the Yellowstone National Park, entering via Monida and coming out via Cinnabar, making it unnecessary to cover any portion of the route twice. For beautiful descriptive booklet, write or call at Oregon Short Line Ticket Office, 142 Third street, Portland, Oregon.

Shack For Sale.

It is conveniently located, well built and comfortably furnished. Terms reasonable. Enquire at this office.

Good Ore in Abandoned Mine.

Almost every day brings to light new finds in the Granite district. Prospects that were either overlooked or thrown aside as worthless by the miners of early days are daily being resurrected and started on the road of development into mines. They were perhaps of little value in the days of fabulous placer clean-ups. Today they are receiving the attention of the intelligent prospector. Less than two weeks ago J. J. Holbrook, a veteran mining man of Great Falls, Montana, located two claims adjoining the famous Monumental, owned by C. S. Miller, of Portland, on the west. He picked up some float that led him to believe there was a good ledge in the vicinity. After working two days he uncovered two fine ore bodies, one of which he has opened up by a 25-foot open cut, and the other by a 11-foot shaft. Assays give him gold values in excess of \$4.50 and four ounces in silver. The same ground was located by a man named Wild Bill twelve years ago. It remained for Mr. Holbrook, however, to demonstrate its value, and today the two claims could not be bought for \$20,000.—Special to the Telegram.

Bond on the Black Elephant.

Mining men from Portland and Baker City last Saturday secured an option to bond the Black Elephant claim, situated on Indian creek, for the sum of \$25,000. This claim is owned principally by G. C. Gillispie, who discovered it last winter. It consists of a well defined and extensive lead of chrome iron, from which chrome steel—used extensively in the manufacture of armor plate—is made. Chromic acid is also obtained in large quantities from the ore. This is used by dyers and calico-printers for dyeing orange or red colors. The property is situated near the

Gillispie & Martin sawmill, and in the event of a railroad into this country, would be of immense value to its owners. Sufficient development work has been done to show that the values are there, and that plenty of the ore exists. The parties, who have secured the option, consider that they have struck a good thing.—Grant County News.

Work on the Oregon Wonder.

Clifton Cleaver has returned from a 10 days trip to Grant county, specifically to Prairie City and the Oregon Wonder camp. He is enthusiastic when it comes to talking about mining property, as he thinks the Oregon Wonder is indeed a wonder. He says they intend to commence work very soon on a 300-foot tunnel on the above mentioned property. Upon the Oregon Wonder is the remarkable vein of gold bearing quartz which has attracted so much attention in the newspapers on account of its magnitude, and from the fact that so much of it is exposed by the cutting through it of a creek. This ledge can be seen from Prairie City. Mr. Cleaver says the country is remarkable, not only for mines, but on account of the excellent hunting and fishing it affords, in which sports he engaged with remarkable success, and enjoyed the outing thoroughly.—East Oregonian.

Dissolution Notice.

The partnership heretofore existing between Crandall & Irvine is hereby dissolved by mutual consent. W. M. Crandall will continue the business, collect and pay all debts.

Signed: W. M. CRANDALL,
R. L. IRVINE.

August 16, 1900.

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W. S. BOWERS

ABSTRACTS

Real Estate, Loans and Insurance. Mining Patents Obtained

Years of experience in Baker County Records.
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