

**FIXES PRICE OF LEAD.**

**Trust Decreases a Flat Rate of \$4 a Hundred.**

The smelter trust, which controls the lead market of the United States, has established a flat rate of \$4 per hundred pounds for that product for the remainder of the year. This rate applies to all the product of the northwest. It is a considerable advance over the price paid earlier in the year, and as such is particularly gratifying to the owners of the large lead-producing mines in the Coeur d'Alenes.

One reason for the advance may be found in the fact that the United States is now absorbing the entire domestic product and uses in addition over 13,000,000 pounds per annum of imported lead.

The last monthly report of the treasury department gives the following interesting figures relative to the lead in the United States:

For the fiscal year ending June 30, 1900, the imports and exports of lead were as follows:

|   | Pounds.     |
|---|-------------|
| Imports .....   | 106,178,967 |
| Exports .....   | 166,954,378 |
| Foreign lead remaining in the United States .....             | 35,124,081  |
| Lead in warehouses June 10, 1899 .....                        | 17,199,593  |
| Lead in warehouses June 10, 1900 .....                        | 11,816,174  |
| Increase in warehouses during last fiscal year .....          | 16,416,381  |
| United States consumption of imported lead in last year ..... | 11,687,402  |

It will be seen by the foregoing that this country absorbed all its own production and in addition 13,687,402 pounds. It exported only some 660,000 pounds—330 tons—of domestic lead and that was in the forms of manufactured lead. The striking feature is that except more foreign lead was imported than is exported, our supply would be short. It has been that way for the last ten years, every year. Under the law all imported lead must be exported or placed in warehouses, so there can be no mistake in the above figures. The imported lead comes from British Columbia and Mexico, much of it is the property of American companies and pays no tariff so long as it is stored or when shipped abroad. But last year it will be seen 13,687,402 pounds were used in this country in excess of the total domestic product. The figures are prepared with the utmost care by the United States officials specially selected to guard the government's interests.

Commenting on the agreement to pay \$4, the Salt Lake Tribune quotes the smelter trust representative in that city as saying that the rate was open to all who appear in that market, whether they come from Idaho, Nevada, Wyoming, New Mexico or Colorado, or from the Dominion of Canada on the north. What agreement, if any, is governing the market at other smelter points, Manager Jones pleaded that he did not know, and that he was not supposed to be concerned in the affairs of those outside of his own jurisdiction. He supposes that the same selling price of course exists in Denver and other markets, but of that would say nothing.

On the other hand, it is reported that the Messrs. Guggenheim will pay \$4 per hundred pounds in every market entered by them, whether it be in Idaho or Montana, Nevada or Wyoming, Colorado or New Mexico, and it is not illogical to assume that the American Smelting and Refining company will do as much, although Manager Jones "don't know nothin' 'bout anything" but his own market.

**Through the Yellowstone.**

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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.

**FIRST RAILROAD RIDE.**

**Wealthy Stockman Has Novel Experience in Idaho.**

Dennis Crowley and wife, of Squaw Creek, arrived in this city yesterday on their way to visit friends near Detroit, Mich. Mr. Crowley is a well known stock raiser who has prospered and is now taking a vacation. The remarkable thing about the trip is that, when Mr. Crowley gets on the outbound train tomorrow morning to make the trip east, he will be having a novel experience, for neither he nor Mrs. Crowley has ever been on a railroad train. Mr. Crowley is now 70 years of age.

The fact of his never having been on a train might not be extraordinary, if Mr. Crowley had come to California on a vessel and had then come over the mountains during one of the big rushes at the time of the discovery of gold. This, however, was not the case. Mr. Crowley landed in New York city in the year 1848, a poor working lad fresh from Ireland. He worked in New York city for a time and then started for the west by way of the Erie canal. In this way he worked his way to the great lakes. Thence he sailed still further west and joined one of the wagon trains which crossed the plains to California. There he engaged in many enterprises, including mining, stock raising and the like.

He came to Idaho from California in 1860 and has since been a resident of this state. His life has been lived chiefly in mining camps and on the stock ranges, and, as he has had no reason for traveling, he has never happened to take a ride behind a steam engine in his life; consequently all the wonders of modern railroading, with its sleeping, dining and parlor cars, is a sealed book and will be as novel to him as the first circus to a countrybred lad.

Mr. Crowley is very much interested in his journey and speaks jokingly of his greenness in the matter of railroads. He said that he thought it would be unnecessary to blindfold him and back him into the cars, and he was not at all afraid that he would be seized with a desire to jump off when the train started. He acknowledged that he had waited later than the average man before making his initial trip, but held that it was better late than never, and said he expected to enjoy the novelty as much as if he were only 10 years old.

Mrs. Crowley is also making her first journey on the railroad. Like Mr. Crowley, all her traveling heretofore has been by wagon, and she has never before been in a position to take a railroad journey. The couple will visit some relations of Mrs. Crowley's, and expect to be gone about a month.—Idaho Statesman.

**Private Board.**

I will furnish private board to a few desiring such, at my residence on North street, near Center. Mrs. C. E. Duckworth.

Dr. J. L. Reavis, dentist of La Grande, is in town after a four weeks outing in the mines. He will do some work for some of his La Grande patients before returning.

When you travel the Bourne road remember Barnard has all the latest remedies for dust in the throat.

"The Portland", conducted by Gus Woodward on Mill street, is fully a representation of its name. A visit will convince you of this.

**OUR GREAT COPPER BELT.**

**No More Promising Ore Body Anywhere Than in Eastern Oregon.**

At Burkemont, five miles east of Medical Springs, the North American Mining company is doing very extensive development work, and has installed expensive machinery, such as air compressor, Burley drills, hoisting works, substantial houses, and have a large and increasing payroll. There the great upheaval of ore is from 800 to 1000 feet wide, and while at the surface the ore may only assay from 4 to 8 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 and enters the Seven Devils camp.

In the vicinity of Snow Storm and Lily White mines, near Sanger, large deposits of copper have recently been found, the ore from which shows native copper in large quantities. On Goose creek, east

of the North American company's properties, great bodies of copper have been found.

The new fields are attracting considerable attention from mining men with capital, and many have gone there in the last week or ten days and are making a thorough investigation. Those returning from there give good report of their investigations and are of the opinion that it is a great copper district. They present the need of a smelter and railroad facilities, and with these there they believe the Union county copper fields will be a busy scene of copper mining.

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 of 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 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.—Union Scout.

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**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.

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