

OREGON LAND OFFICES

Summary of Business Transacted During Past Year.

A summary of the business of the several local land offices in the United States is embraced in the annual report of the general land office, and is taken up by states. The six land districts of Oregon stand out very prominently among the land districts of the western states.

The Roseburg land district makes the largest returns of the six, turning in \$102,642 for the 2302 entries made, embracing a total area of 252,366 acres. The La Grande district ranks second, with a total of \$81,963, from 1637 entries, covering 164,614 acres. The other districts in order are: Oregon City, \$71,552, from 1560 entries, of 164,041 acres; The Dalles, with \$36,937, from 1622 entries, of 180,586 acres; Lakeview, with \$21,897, for 296 entries, of 24,813 acres; Burns, with \$11,796, for 478 entries, of 51,554 acres.

In most every instance the heaviest sales were of timber and stone land; that is, while classed as such, they were mainly timber lands. By districts, the sales of these lands were as follows: Roseburg, 33,304, at \$81,261; La Grande, 21,261 acres, at \$53,130; Oregon City, 21,533 acres, at \$51,813; The Dalles, 2440 acres, at \$6100; Lakeview, 6880 acres, at \$17,201, and at Burns, 740 acres, at \$1850.

Sales of mineral lands were generally light, as were sales at public auction, desert land entries, and commuted homestead entries.

More lands were taken up under grants to railroads than in any other way. Such lands were disposed of in the following quantities: Roseburg district 120,384 acres; La Grande (The Dalles Military Wagon Road company selections,) 20,021 acres; Oregon City, 83,666 acres; The Dalles, (wagon road selection), 27,861 acres; Lakeview (wagon road selection), 160 acres, and Burns, 9139.

In the Roseburg district, in addition to what has been enumerated, 647 original and 326 final homestead entries are reported, embracing respectively, 92,564 and 45,132 acres each. The state selections amounted to 6712 acres and Indian allotments to 1048 acres. On the original homestead entries the state received \$11,189; final homestead entries, \$223, and on land selections under railroad grants, \$1537, while the 212 applications to purchase timber lands netted \$2120.

The number of original homestead entries in the La Grande district numbered 764 and final entries 213, embracing 117,360 and 32,620 acres, respectively. These netted \$11,916 and \$1233, in the same order. Over 2000 acres were taken up under the timber culture laws, while \$1510 was netted by 151 applications to purchase timber and stone lands.

Three hundred and seventy-eight original and 295 final homestead entries, covering 56,606 and 41,581 acres in the Oregon City land district were reported, netting \$6142 and \$1821 respectively. The state selections in this district aggregated 1090 acres.

Largest tracts of land were disposed of in The Dalles land district by cash sales; 1192 acres at public auction, 2440 acres of timber and stone lands, 5805 under the desert land act, and 7860 acres of commuted homestead entries. In addition to this, 131,861 acres were taken up by original homesteads and 32,180 by final homestead entries. These netted \$13,328 and \$1210 each. The number of acres taken up in wagon road selections was 27,861 and 9560 acres in state selections.

Entries under the desert land act aggregated 3218 acres in the Lakeview land district, netting \$894. Original homestead entries in this district covered 11,782 acres,

and final homesteads 4815 acres, bringing in \$1206 and \$180 respectively. The state selected 1800 acres in this district.

Generally speaking, land business in the Burns district was good. Entries under the desert land act took up 10,888 acres, and final desert land entries 1492. The original homestead entries covered 22,738 acres, and final homestead entries 9805 acres, netting \$3006 and \$367 respectively. The state selected 840 acres in the Burns district.

DEEP PLACER MINING.

Will Go Down 150 Feet on the Nelson Property, Now Bonded.

A deal was made in this city a few days ago which means a new departure in placer mining in Oregon, or at least in this part of the state.

F. S. Lack and associates have taken a lease and bond on the property of the old Nelson Placer Mining company, which includes the Nelson placer mines, the Auburn ditch and the water rights connected therewith. The price is not stated but it is said to be well up in the thousands.

A large area of this placer ground has already been worked to a depth of about 80 feet, as deep as could be mined with present facilities, but there seems to be practically no bedrock to this immense gravel deposit, as a shaft was put down to a depth of 87 feet below the present workings, through pay gravel, and still no end. It is the intention of the new company to work the property by means of a hydraulic elevator, using a similar system as those now in vogue in the deep gravel mines of California and Colorado. Competent engineers have examined the property and report that with the machinery contemplated the company will be enabled to work the ground at least 60 feet deeper, using the same flume. The machinery will be placed in position for early spring operations.

The Nelson placers have been operated for many years and, while the actual output of the property has never been made public, over \$400,000 is shown to have been produced by mint receipts now at hand. During the six years in which it was owned and operated by Mr. L. W. Nelson it produced \$214,000.

On the success of this enterprise depends the installing of like machinery on other properties in this county.—Democrat.

Scenic Line of the World.

For an enjoyable trip east, take the Denver & Rio Grande railroad, Scenic Line of the world. Three daily trains between Denver, Colorado Springs, Pueblo and all eastern points, and all points on the Pacific coast. Most magnificent scenery on this continent. The leading feature in connection with the trip is that the through trains pass through the scenic attractions of the Rocky mountains in Colorado by daylight, thus affording passengers a cool, pleasant and enjoyable ride, free from dust and the annoyances experienced via other lines. Superb dining car service on all through trains. Service a la carte, pay for what you order. Through standard and tourist sleepers. Stopovers allowed on all classes of tickets anywhere between Ogden and Denver. Call on your nearest ticket agent for tickets, rates and all information, or address, C. B. NICHOL, General Agent, Portland, Ore.

Rocky Mountain Scenery By Day Light.

Day light stop over at Niagara Falls. Through first-class tourist sleeper from Pacific Coast weekly for Chicago, Boston, New York and other eastern points via Rio Grande Western (Great Salt Lake Route), Denver & Rio Grande, C. R. I. & P. and Illinois Central to Chicago, connecting in the Union Depot with Michigan Central's similar car for points east. For full particulars call on or address, B. H. TRUMBULL, Com'l Agent Ills. Cent. R. R. 421 Third St., Portland, Oregon.

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