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SUMPTER, OREGON

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(President Citizens Bank)  
BAKER CITY

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# Grizzly Gold Mining Company

Capital \$500,000

In 1,000,000 shares of the  
par value of Fifty Cents  
Each. Treasury Stock  
400,000 shares.

FULL PAID AND NON-ASSESSABLE

## Weekly Bulletin

### COPPER STRIKE.

**DEVELOPMENT.**—The body of copper ore encountered in the tunnel last week has been crossed and proves to be eight feet wide and assays of this ore give values of \$16.00 to the ton. The tunnel work will be pushed. The sinking of the shaft has been commenced and will continue so as to thoroughly explore the ore body and to increase the dump of pay ore.

To meet cost of development, the sales of Treasury Stock will continue at SIX CENTS per share, payable all cash, or on the installment plan in twelve monthly payments.

### INSTALLMENT PLAN

**2000 Shares at 6 cents per share** : : : : : **\$120.**  
payable \$10 down and \$10 per month until paid. Larger  
blocks of stock on pro rata scale.

For Prospectus and Further Information, address,

REFERENCES: FIRST BANK OF SUMPTER, SUMPTER, ORE.  
CITIZENS BANK, BAKER CITY, OREGON

Grizzly Gold Mining Co., Sumpter, Ore.

### CHINESE COAL FIELDS.

Consists of 150 Square Miles and 3,000,000,000 Metric Tons.

It does not require a very severe nor a very long lasting coal famine to advance the question of the exhaustion of fuel supply, from a purely academic discussion to one of pressing economic importance. The present situation in Great Britain brings the matter near enough home to lend a lightened interest to the description of the coal fields around Tse Chou, Shan-si, China, by Noah Field Drake, which was presented at the last meeting of the American Institute of Mining Engineers and is printed in its "Transactions."

The district was first adequately examined by Baron von Richtofen in 1870, but the anti-foreign attitude of the Chinese government has since prevented development, until now its exploration by the Pekin syndicate seems to be at hand, this English-Italian company having concessions to work the coal fields of the Tse Chou region, as well as the Shan-si fields.

The Tse Chou coal area examined by Mr. Drake lies about 300 miles southwest by west from Shanghai, and shows a "mingling of ridges, hills, narrow, elevated valleys and rough rolling lands." The rock beds lie comparatively level, with some conspicuous folding and faulting, giving narrow beds of eastward dipping strata and long west-northwest dipping areas, in which the dips are rarely greater than seven or eight degrees, and the average dip of the whole earthcrust block is probably not more than one or two degrees; 22 to 23 feet is given as the probable average thickness of the main workable Tse Chou coal bed, though Mr. Drake had no opportunity to measure its full thickness nor to examine it, except where it is being mined. At one mine near Hsi Ta Yang, only the lower 10 feet to 12 feet is being taken out through a shaft 320 feet deep. Mr. Drake was told by the Chinese min-

ers that the full thickness of the bed is 30 feet Chinese, equal to 36 feet English. Parting streaks of shaly coal are common, but no waste coal is taken out, and the average ash is probably not higher than 10 per cent. In two mines a couple of miles northeast of Tse Chou, Mr. Drake saw coal beds from 17 feet to 23 feet thick, the latter being made up quite uniformly of a lower stratum of three feet of earthy, friable coal, 14 feet of hard, firm, evenly good coal, one inch of carbonaceous shale, and six feet more of good coal. In a mine one and a half miles west of Ta Chi, where the Chinese miners said the bed had a thickness of 23½ feet, Mr. Drake saw the upper 15 feet only.

The coal "is wonderfully bright and glossy throughout. It breaks with a conchoidal fracture, and is so free from dust that it can often be handled without soiling the hands."

The area mapped by Mr. Drake, about 150 square miles, contains about 3,000,000,000 metric tons, supposing 22 feet to be the average thickness of the bed and 1.5 the average specific gravity. And "it must be remembered that this area is only a little of the ragged edge of the great coal fields of Shan-si." \* \* \* Richtofen estimated that the anthracite coal alone of Shan-si amounts to 630,000,000,000 tons, and that the coal area of Shan-si is greater than that of Pennsylvania.

"The Tse Chou coal is all anthracite, hard enough to support any weight in the blast furnace, uniformly low in sulphur, and comparatively low in ash. The limitations to Chinese engineering ability are strikingly apparent in the methods of Tse Chou. The coal is dug, hoisted and transported without explosive or powder applications. Mining is done with pick and gad; the coal is raised by a man power windlass, which in the larger mines may have a circumference of five feet; a crank at each end, with a long arm, allows four or five men to work at turning it. About

300 pounds of coal are hoisted at a time in baskets. From the foot of the shaft tunnels are run through the coal bed, and at intervals large quantities of coal are taken out, leaving room about forty to fifty feet in diameter. Very little coal is taken out through inclines, and none through tunnels, though in some cases a horizontal tunnel as long as the vertical shaft would cut the coal.

"The output is about 50,000 tons per annum from the Tse Chou area, and it is carried to its market, locally or on the plains 20 miles away, in little carts drawn by oxen, or, for more largely, by pack animals—mules, donkeys and men. The trails are from 12 feet to 14 feet wide, and paved with stone. By ages of use these stones have been worn until their tops are smooth and spiral shape. Over these rough and steep trails there is during fair weather an almost continuous line of pack animals passing to and fro, and most of these are employed in carrying coal."—Engineering Magazine.

### 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.

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