

TOWN OF WHITNEY

A limited number of lots will be sold to bona fide building purchasers. No boom. Let your eyes and foresight be your judge. The cars will be running into Whitney by December 10.

Don't overlook a good thing. The coming town at the western terminus of the Sumpter Valley Railroad.

Building Has Actually Commenced

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S. V. WORK SUSPENDED

Heavy Snow and Non-Arrival of Rails Causes Assigned.

For several days past it has been reported on the streets that work had been suspended on the extension of the Sumpter Valley road. The rumor has not generally been given credence, owing to the fact that the road is completed to within a few miles of Whitney, the next end-of-the-track townsite, which the company owns. It has been argued that a number of lots have been sold and buildings erected, or contracted for, on the theory that the new town would be an important shipping point this winter.

Wishing to get a straight story, THE MINER telephoned to General Traffic Agent Barton Monday afternoon, regarding the authenticity of the report, and this is what he said, saying that he was reading it from a written statement, which he had prepared for publication:

"The management of the Sumpter Valley railroad has decided that on account of the unexpected delay in getting track material for the completion of the Whitney extension, and also on account of the heavy fall of snow, making the handling of the heavy mountain engine, without proper track facilities, almost impracticable, that work will be suspended until these difficulties can be overcome, and work continued under more favorable conditions."

Placer Mining in the Inland Empire.

The Inland Empire has in the past been more generally known as a placer mining region than a lode mining country. Of recent years the lode mines have become predominant in prominence, but neverthe-

less, placering is carried on to quite an extent. This is not so evident now-a-days because the output of the placers, instead of being nearly all marketed from Baker City, now finds its way to the mints from several different points along the lines of railroads. It is therefore, also difficult to say what the output for 1900 will amount to. Information as to the product of placer mines is hard to get. For some reason or another placer miners are averse to telling the public what amount of gold dust they get out of the gravels. It is understood, however, that the output for the reason just closed of the Winterville placers amounted to \$20,000. Extensive modern improvements have been inaugurated in some of the diggings. At the Weatherby placers, a \$60,000 dredger has been installed. Six hydraulic giants have operated in Rye Valley. Placer ground has been found in most of the gulches which form the head drainage channels of the Blue mountains to the Burnt, Powder and John Day rivers, but the taking up of the bottom lands for farming interferes with liberal development of the placer fields.—Baker City correspondent of the San Francisco Mining and Engineering Journal.

Rocky Mountain Scenery By Day Light.

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