

MAYOR GLEASON HOME**Returned From a Visit to His Old Home in Maine.**

Mayor Gleason returned Monday from "down East," accompanied by his brother, A. P. Gleason, who will remain here. The mayor left here September 3, and remained away a month longer than he expected.

He spent most of the time while away at his old home in Maine and with friends in Massachusetts. He says that people down that way are under the impression that times are good, but in comparison with conditions in the West, the unfortunate inhabitants are "up against it." Most of the people are getting enough to eat, as there is considerable work to be done at Chinese wages, and that is their idea of prosperity, the limit of their earthly hopes.

"Sumpter is quite good enough for me, thank you," he remarked. "Of course, I enjoyed the trip, visiting relatives and meeting old friends and acquaintances, but I met with no temptation to remain there."

Mr. Gleason telephoned to the county seat yesterday to learn when the county court holds its next session, which he will attend as the member from this section of the county. He will give all the time that is necessary in the future to looking after the interests of the county, especially this end of it, and much good may be expected from his efforts in this direction.

TIME AND MONEY NECESSARY.**Both Must be Employed to Develop a Mine**

One of the greatest causes of failure in mining is the dissatisfaction of stockholders during the development period, and principally to ignorance as to the difficulties to be surmounted before the mine is in a condition to yield.

A farmer may enter upon a tract of wild land and by cultivation and a comparatively small outlay render it productive in one season. But in a business where golden harvests are to be reaped and large and permanent returns are expected, the expenditure of money, time and patience are absolutely necessary to place a mine in such a condition that once upon a paying basis, it will continue to be a producer by the systematic work which the preliminary expense and labor made possible. When stockholders display impatience, the manager is apt in many cases to "gopher" the mine, expend the money in drifting here and there, too near the surface, in the hope of finding some good ore with which to demonstrate to the doubters what he already knows—that they have a mine. Too often the funds of the company are wasted in that way, and when more money is needed for sinking or driving the tunnel, as the case may demand, in order to cut the vein, there is general dissatisfaction and perhaps the mine is abandoned, to be afterwards developed by some other parties, who by systematic work make it a dividend payer.

It cost the stockholders of the Calumet-Hecla \$1,200,000 to place the mine on a paying basis, and many of the original stockholders dropped out disgusted, but the dividend period arrived at last and the mine was in a fine condition, with the result that within the past thirty years more than \$70,000,000 have been paid in dividends, and the mine is now valued at \$60,000,000. At one time during the development of the Kennedy mine in California, the company had nearly decided to abandon the property. It has since produced millions and paid in dividends more than \$2,000,000. The great Rawhide of California was an abandoned claim when W.

A. Nevills borrowed \$15,000 and bought it. It made him and his two partners millionaires. A great many of the mines in California and Oregon were abandoned by their first locators. The Virtue mine, near Baker City, Oregon, was offered at one time for a "song." Four million dollars was refused for it in 1896. In the same district is the North Pole mine, which went begging at \$3,000. It is now valued at \$1,500,000. The Golconda was offered for a few hundred dollars, and is now worth \$2,000,000, though the shaft is only 400 feet deep.—San Francisco Call.

Home Made Automobile.

Clarence Whiteman and Don McLaughlin have for several weeks past been employing their leisure moments in building an automobile, which they expect to be completed in the early spring. The motive power will consist of a 2½ horse power gasoline engine. The wheels will be similar to a bicycle only much stronger, ball bearing and pneumatic tires. The expected speed is to be 15 miles per hour on good roads and strong enough to carry three. The cost, when completed, will be about \$300, not counting their own labor. The Observer force has been promised the first ride, and when completed will give a more detailed account of its construction.—La Grande Observer.

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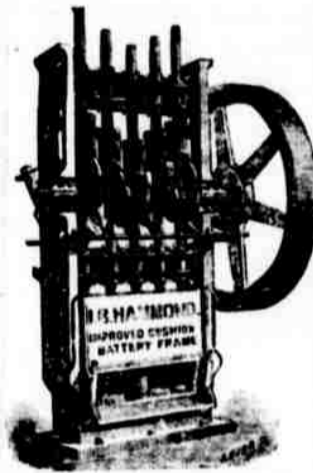
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