

The Sumpter Miner

Official Paper of the Town of Sumpter.

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C. H. MARSH AND J. W. CONNELLA

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If it be possible to make a mining exchange "go" in Portland, Secretary Hard, of that institution, will turn the trick; but it looks as if he is sowing his good seed on barren ground.

THIS thing of waiting for some rich syndicate to come along and carry out some much needed local enterprise is a losing proposition. The proper method is to get the deal in attractive business form and go prospecting for the men with money. The electric line to the mines, for instance.

IT WILL be a difficult matter for the O. R. & N. to find a man who can fill W. H. Hulbert's position as general passenger agent with the intelligence and fidelity which has marked his administration of the affairs of that office. He has ever worked on the broad, wise policy that the best interests of the road depended upon the development of the territory covered by its lines, and has shown consummate skill in executing that policy. No one man has done more for Oregon, especially the eastern portion of the state.

A PRESS dispatch from Salem states that the assessment returns for the year 1900 have been received from all the counties of Oregon, and it appears that the total taxable property in the state is assessed at \$117,804,872, as against \$120,282,872 in 1899. This is a reduction of \$2,478,000, or about 2 per cent. Baker is one of the few counties which reports an increase of assessed valuations, being \$2,775,790 in 1899, and \$2,880,255 in 1900. The dispatch further states that the levy last year was 6.3 mills on the dollar. As there are many recommendations for increased appropriations, and the valuations have been reduced, it is quite probable that the levy this year will be close to 6 1/2 mills.

RECENTLY the Tribune, of Huntsville, Alabama, issued a "Monument Edition," under the auspices of the Confederate Monument association, an organization of ladies. The editor in chief of this special edition was Mrs. Virginia Clay Clopton, the distinguished widow of a famous Confederate leader, who was with Jefferson Davis when captured and while in prison. The leading editorial in this issue quotes largely from a speech delivered ten years ago by Colonel Donan, of Portland, at a G. A. R. reunion held at Fargo, North Dakota. The speech was a plea for a reunited country, taking the ground that the valor of Southern soldiers made the Union victory a national glory, a common heritage—and a better speech on the subject has never yet been delivered.

SUPPOSE the O. R. & N. road had its western terminus in a live town, one that would meet its enterprise half way. There would then be no question as to what port would occupy the position of commercial supremacy on the Pacific coast. The company has just offered to put on a line of steamers to the Hawaiian islands, if Portland will build there a sugar refinery, but its capitalists are not falling over each other in their haste to subscribe their rusty money for this worthy purpose. For two years Portland has been trying to find

some one who would put in a smelter there, according to its plans and specifications, but has offered no material encouragement to the enterprise. Now General Traffic Manager Campbell announces that he has found the man and secured the guarantee demanded, 100 tons of ore a day. The O. R. & N. comes pretty near being all right.

FROM the most authentic accounts, it would seem that the senatorial situation at Salem is still chaotic. Corbett with his money is making a great amount of newspaper noise, but he hasn't landed the prize by any means. Senator McBride has many political friends who will stay with him as long as he is in the fight. And they do say that ex-Senator Mitchell will also be a factor in the contest, an ally of McBride. If it is shown that the latter can not secure a re-election, the general opinion is that he will throw his strength to Mitchell—then look out for a royal conflict. His followers will rally to his support with an enthusiasm that will make Mr. Corbett's barrel look as if it had been riddled by a band of highwaymen. Mr. Mitchell is particularly strong in this section of the state, where he has many admirers. His strength lies in the fact that he is the ablest man who ever represented Oregon in the national legislature.

Strout, assayer, 301 Bennett Ave., Cripple Creek, established in Colorado in 1876, gold (crucible assay), 50¢; gold and silver, 75¢; gold, silver, copper, \$1.50; forty years practice.

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SUMPTER-CANYON ROUTE.

12:30 p. m.	Lv. Sumpter	Ar. Canyon City	10:30 a. m.
1:30 p. m.	Lv. Clifford	Lv. Sumpter	8:00 a. m.
1:40 p. m.	Lv. Clifford	Lv. Sumpter	7:30 a. m.
7:30 p. m.	Lv. Austin	Lv. Sumpter	5:00 a. m.

Connecting at Austin with stages for Canyon City and interior points.

1:40 p. m.	Lv. Clifford	Ar. Sumpter	7:30 a. m.
5:00 p. m.	Lv. Bonanza	Lv. Sumpter	6:30 a. m.

Connecting at Bonanza with stages for Pys, Robinsonville, Worley, Virginia, Don Juan and Nelcher mines.

SUMPTER-GRANITE ROUTE.

12:30 p. m.	Lv. Sumpter	Ar. Granite	10:00 a. m.
4:30 p. m.	Lv. Granite	Lv. Sumpter	7:30 a. m.

Livery at Granite to North Fork, Red Boy, Banquette and adjacent mines.

SUMPTER-BOURNE ROUTE.

12:30 p. m.	Lv. Sumpter	Ar. Bourne	9:30 a. m.
3:00 p. m.	Lv. Bourne	Lv. Sumpter	8:00 a. m.
7:30 p. m.	Lv. Columbia	Lv. Sumpter	7:30 a. m.

Including North Pole, E. & E., Climax, Ohio and adjacent mines.