

BUYS STOCK IN OVERLAND

Duluth Capitalists Take Big Block in Excellent Company.

During the past month many capitalists from the east have been looking over the camp. Few of them acknowledge that they are in search of mining investments; some want timber, but most of them are sight-seeing. Messrs. Snyder and Rogers, of Minnesota, have been here a few weeks, been over the district pretty thoroughly and finally invested in one of the best propositions in the camp.

They bought a block of stock in the Overland Gold Mining company for themselves and took an option on a large block for their friends. They were certainly fortunate in getting in on this property, which is acknowledged to be fully as promising as the California mine, which it adjoins, where they have \$125,000 worth of ore blocked out and the work outlined for the next sixty days will fully double this amount.

The Overland has been thoroughly explored and the three large veins opened up sufficiently to show long shoots of high grade ores, the last work done in the main tunnel uncovering three and a half feet running over forty dollars to the ton. The management of this property has outlined work for the next six months which means an expenditure of ten or twelve thousand dollars and the securing of 650 feet depth on the three veins, which will give stoping ground for many years to come. They have a contract with the smelter for the treatment of ten tons of ore per day, and as the total cost of mining, hauling to smelter treatment will be only about eleven dollars per ton, there will be nice monthly dividends for the fortunate stockholders.

Surrounding the Overland are some of the best mines of the eastern Oregon district, with extensive belts of fine timber and an abundance of water.

DISCOVERY OF COMSTOCK LODE.

Tale of the Northeast Drift by the Boss of the First Shift.

Butte is full of old Comstockers, but probably not many of them have heard of the manner in which the discovery of the big body of rich silver ore was made in the Gould & Curry mine on the Comstock lode in 1871. A miner who was employed as a shift boss in the property at the time the discovery was made tells the following story of how the find came about:

A northeast drift was run from the Bonner shaft 1000-foot station through Gould & Curry and Best & Belcher ground under the direction of the late Senator James G. Fair. This drift was turned gradually to the eastward until its course was nearly due north. After the south line of what was later known as the Con. Virginia ground was crossed and the drift extended some distance in that territory, a body of quartz was entered.

Superintendent Fair had it assayed and asked the shift boss what he thought of it. The shift boss replied that while it looked very well, he did not think it amounted to much. Mr. Fair said he had the same opinion, "and we will stop work at once." A bulkhead was placed in the drift, which was kept there several months, until Messrs. Fair and Mackay had acquired the title to the entire area of ground now included in the

boundaries of the Consolidated California and Virginia mine.

The bulkhead was then removed and the extension of the drift resumed, the quartz that the shift boss did not think looked well proving to be black sulphuret ore assaying several hundred dollars per ton.

An old shaft on the Con. Virginia ground, which had been sunk to a depth of 800 feet several years before, was enlarged to three compartments and sunk down to the 1100 level, from where cross-cuts were run, the first, as was subsequently ascertained, passing over the ore body later known as the bonanza, and which it was afterward ascertained laid in the form of a crescent, the northern point of which had been entered by the Gould & Curry north drift. When cross-cuts were run from the 1200 level they all entered the ore body, which proved to have a width of forty-five square sets of timbers, or nearly 500 feet at the broadest part, and which yielded over \$120,000,000 in bullion.—Butte Inter-Mountain.

Largest Placer Elevator.

The largest gravel elevator in the world was built recently at Williams creek, B. C., Caribou district, by direction of Wm. Thompson, the patentee, of Land 2 Great Winchester street, London, E. C. The Link Belt company, of Chicago, built the machinery. This elevator is propelled by a Pelton wheel using fifty inches of water under a 400-foot pressure. It is a bucket system, lifting from a sump hole in the bedrock. The water is pumped out by pumps or buckets. One string of buckets will work 2000 cubic yards of gravel in twenty-four hours. The frames of this one, which is at Barkerville, was built so that two more strings of buckets can be added, making its capacity 6000 cubic yards. The elevator is put on the lowest ground and everything is flumed to it. W. J. Wimer, of Waldo, has had considerable correspondence concerning this elevator and he feels convinced it is just the machine for their placer ground.—Exchange.

Reduced Rates to the East.

Those contemplating an eastern trip will be interested to know that there will shortly be on sale greatly reduced rate tickets in connection with the Rio Grande System, the famous "Scenic Line of the World." This line offers its passengers a most delightful and comfortable journey to all eastern points. It is the only transcontinental line passing directly through quaint and picturesque Salt Lake City, "The City of the Saints;" beautiful Glenwood Springs, Leadville, Pueblo, Colorado Springs (where a side trip may be made to the Garden of the Gods and the summit of Pike's Peak over the cog-wheel railroad) and Denver, the queen city of the intermountain region. Stop-overs are allowed on all classes of tickets. Three daily express trains make close connections with all trains east and west and afford a choice of five distinct routes of travel. The equipment of these trains is the best, including free reclining chair cars, standard and tourist sleepers, a perfect dining car service, and also personally conducted excursion cars, each in charge of a competent guide, whose business is to look after the comfort of his guests. No more pleasant and inexpensive means of crossing the continent can be found than is provided by these excursions. For additional details address J. D. Mansfield, general agent Rio Grande lines, 124 Third St., Portland, Oregon.

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