

BIG POMEROY DREDGE.**Building of it Greatest Enterprise in John Day Country.**

The immense Pomeroy dredge, probably the biggest structure of the kind in the entire west, is expected to commence operations near John Day City, on the North Fork of the John Day river, Monday morning. Nearly a year has been consumed in building this monster mining boat. The cost has been about \$125,000.

It is the biggest enterprise ever launched in the John Day. It weighs altogether 750 tons. The machinery weighs 220 tons. Ten tons of bolts were used in constructing the hull alone, and 176,000 feet of lumber. Difficulties encountered in building this dredge will be appreciated when it is remembered that most of the material was hauled in over wild mountain roads in winter time from the nearest shipping point, sixty miles away. These roads, at that time almost impassable for a freighter's outfit, had to be used by the dredge contractors for sections of machinery which sometimes thirty-six mules were required to draw.

The dredging company has secured by purchase, lease and bond immense concessions along the bed of the North Fork. This tortuous, turbulent mountain stream has for ages been washing down fine sands from its headwaters and depositing them along its course. A man can go out with a panning outfit and make fair wages, and in years gone by scores of men have made a good living panning on the North Fork. When the best ground had been roughly worked over the river bed was abandoned. With the new machinery to be employed, the dredger people are content to take what remains.

The Pomeroy dredge will use a bucket system, not unlike the old fashioned elevator buckets in flour mills, threshing machines and wheat warehouses. These buckets are fastened to a huge chain. There are twenty-seven buckets, each weighing 1000 pounds. Each link of the great chain to which they are attached weighs 500 pounds, and as there are twenty-seven buckets and twenty-seven links between each bucket, the entire number of links is 729, and the aggregate weight 364,500 pounds, or over 152 tons. The buckets revolve round a steel ladder weighing 24,000 pounds, and as they reach the top of the ladder they are overturned by a huge tumbler, whose weight is 7000 pounds.

There will be few more interesting sights in the interesting John Day than when this dredge starts operations. A big proboscis is plunged beneath the water, the wheels revolve and the buckets begin to rise with their loads of water, gravel and mud, dumping them, as they are overturned by the tumbler, into a hopper, where powerful pumps are forcing water at high pressure. From the hopper to the river behind runs a long sluice, along which the placer bearing mud and gravel are washed by the streams of water. Amalgamating plates and riffles are located along the sluice and the specks of gold catch on and stay. Of course much is wasted, but so great is the amount of ground to be worked that this is not considered.

It is said the twelve buckets, which make their rounds each minute, will raise ninety-six cubic yards of earth in that time. If true, there is no dredge in the northwest built on nearly so elaborate a scale.

When full operations are started Monday morning, if the plans of the com-

pany are carried out, from twelve to fifteen cords of wood a day will be required to keep up steam, necessitating, with the crew needed to run the dredge, quite a large force in constant employment. During construction fifteen mechanics have been used all the time, while eight or ten men were engaged in cutting wood part of the time. Several more were needed in bringing in the immense timbers and in freighting. Altogether nearly \$40,000 was paid out in wages alone while material cost well up to \$100,000. The contractors were Thomas Pomeroy and his sons, Horace, Thomas H. and James.

It is still problematical what profits will be realized from the dredge, but several hundred dollars a day above expenses is said to be a moderate estimate. Similar dredges are making big money. The Southern dredge, operating near Idaho City, Idaho, is said to be making \$300 a day, over expenses. The Bannock, Montana, dredges, of which three are in operation, are said to clear an average of \$600 a day, while the Conroy Placer Mining company's dredge, working in Ruby Valley, Montana, is said to have averaged over \$500 a day alone this season. The Pomeroy machine is on a larger scale, it is alleged than any of these.

Few people have seen or heard of this monster enterprise, on account of the inaccessibility and remoteness of the distant scene of operations. It is over 100 miles south of Pendleton, and the nearest railroad point is Whitney, on the Sumpter Valley railroad.—Spokesman-Review.

The dredge began operations Tuesday.

Rich Cable Cove District.

Whenever the Cable Cove is mentioned, it is always in connection with some rich mining proposition. For the territory embraced, there is probably not a richer one in the world. With the development of each new property, new riches are disclosed. While the California, Overland, Imperial, Last Chance, Baby McKee and Crown Point have been the most developed and are best known, the Oregon Chief, Clark group, Constellation, Gipsy King and a half dozen others have surface showings which indicate that good bodies of high grade ore will be found when depth is attained. The Crown Point is now installing an air compressor plant and will have its ore body exposed at a depth of 900 feet within the next sixty days. A hoist and pump outfit will soon be installed on the Last Chance, sinking has been commenced on the Gipsy King and on all sides the hills are reverberating with the shots of the miners blasting their way into the heart of the mountain.

"Now is the Appointed Time."

The O. R. & N. Co. has just issued a handsomely illustrated pamphlet entitled, "Oregon, Washington and Idaho and their resources." People in the east are anxious for information about the Pacific northwest. If you will give the O. R. & N. company agent at Baker City a list of names of eastern people, who are likely to be interested, the booklet will be mailed free to such persons. Yours truly, A. L. Craig, General Passenger Agent.

Timber and Homestead Filings.

Timber and homestead filings, as well as final proofs, can be made before Charles H. Chance, United States commissioner, office in First Bank of Sumpter building, Sumpter, thus saving applicants expense of a trip to La Grande.

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