

SOMETHING ENTIRELY NEW THE CONSTELLATION

THE PROPERTIES OF THE CONSTELLATION GOLD MINING COMPANY

Comprising Ten full claims, Mill Site and Water Right, are located in the rich Cable Cove District of the Sumpter Gold Fields. Upwards of 1000 feet of Development Work prove a Continuous Ore Body, 3 to 8 feet wide, from which Fifty assays give values of \$4.50 to \$39.50 per ton. The officers and directors of the company comprise some of the best known mining operators of this district. The Company is Incorporated for \$1,000,000, Par Value Shares \$1: One-half, or 500,000 shares, is reserved as Treasury Stock for Development Purposes. To provide an immediate Development Fund the company offers to the investing public

**100,000 SHARES OF TREASURY STOCK
AT TEN CENTS PER SHARE**

**FIRST
OFFERING
OF
STOCK**

**A
BRAND
NEW
MINE**

FOR PROSPECTUS, MAPS, ETC., ADDRESS

Constellation Gold Mining Company

C. H. McCOLLOCH, SECRETARY

P. O. Box 185

Sumpter, Oregon

PROJECTED RAILROADS.

Prospects Good for Several to be Built in Oregon.

A writer in a state exchange, summing up the railroad situation, says: The outlook for railroad building in the state of Oregon is exceedingly good. The rapid development of the eastern part of the state has so increased the volume of trade and tonnage that the pack mule and freight wagon can no longer handle it. The demand for timber has also stirred the transportation companies to further road building, in order that the ever-increasing products and vast timber supplies may be put on the markets quickly and cheaply.

The mines of eastern Oregon and its timber caused the extension of the Sumpter Valley road from Sumpter to Whitney last year, and it is quite probable it will be extended to tap the rich Greenhorn mining district next year.

The Columbia Southern, now having its southern terminus at Shaniko, seventy miles south of the Columbia river, will build next year to Bend, on the Deschutes river, a distance of 110 miles.

While nothing definite is decided upon, the Corvallis & Eastern, now well up toward the summit of the Cascades, will be compelled by force of circumstances to extend its lines over to Prineville, and perhaps on into the desert lands now being opened up in Crook county.

At the same time there is promise of the road from Coos bay to Salt Lake and perhaps some other minor branches. Many in Baker and Grant counties think the O. R. & N. may build up Burnt river from Huntington, but no move has so far been made in that direction. It is quite certain, however, that this road will be built eventually, and may be extended on to Canyon City and down into Malheur county.

It is also quite within the bounds of

the probable that the Columbia Southern will, within a year or two, be extended to meet the road running north from Reno, Nevada, which is already completed for 110 miles. This junction would give a line through to Owens river, California, a distance of about 800 miles, and upon the completion of the Clark road from Salt Lake to Los Angeles, would give railroad connection with these points.

New Treatment for Dry Ores.

A press dispatch from Nelson, British Columbia, says that J. Frank Collom, managing director of the Arlington mine, Slocan City, with Professor Parks, have been investigating the method of treating the dry ores, and if it can be successfully applied to the Arlington and other dry ores they can be treated at a cost of \$2.50 per ton. Both gentlemen mentioned are sanguine as to its practicability. The only place in the world where the system is in use is at Prescott, Arizona, where similar ores to the Slocan are being successfully treated and have been for the past year. The Prescott plant was installed by Professor Parks, the same company that owns the Arlington being interested in the former property. The process consists in running the ore through the mill, creating all slimes possible, which are then treated in vats, with electrical and cyanide processes. In one year at Prescott ninety-four per cent of the values have been saved. The present smelter system gives returns of eighty per cent of lead values and ninety-five per cent of silver. As an example of the saving, the present cost of hauling ore by wagon from the Arlington to the shipping point is three dollars per ton, and at other mines even higher, without mentioning freight and smelter charges. The new process would all be done at the mine and the result shipped as base bullion to the refinery. The Arlington is shipping a carload of

ores to Prescott for treatment, and if successful will install an experimental plant at the mine.

Even an Old Timer is Surprised.

Albert Geiser, Baker City's mining king, yesterday returned from a trip to Geiser City and the Bonanza and Greenhorn districts. Mr. Geiser says that all of the upper camps are booming with business. More men than ever before are at work in the hills. "As much as I am in the hills, I was surprised at what I saw on this trip. There is activity and bustle everywhere. The Bonanza is continuing in its deep sinking work and is doing up-to-date mining development. It will not be long before they start the big mill again and when they do they will have sufficient ore reserves to keep the wheels going for years. Greenhorn City is the liveliest burg I have seen in many a day, is the center of the most active and promising camp ever opened in eastern Oregon. The Worley mine is making a fine showing. The tunnel is in 400 feet, giving a depth of 100 feet. The ore ledge is large and the values run high. The Hidden Treasure, property of F. T. Kelly, has just turned out some splendid ore and they are getting ready to erect a mill. The Old Virginia is working a good many men and shows up in fine shape. A large body of good ore is being blocked out. That camp will certainly attract the attention of capital in the near future as no other camp has, of its age, in the past.—Democrat."

Hoffman's Bakery makes a specialty of furnishing ice cream for parties. Prompt attention given all orders.

T. G. Harrison, agent for Giant powder company.

Shoes of all kinds at Neill Mercantile company's.

One of Life's Pleasures.

There is nothing in life more enjoyable and at the same time so beneficial to both mind and body, as traveling. A modern railway journey, intelligently taken, tends to prolong life, break the monotony of existence and acts as a panacea for dull care, by taking us out of the well worn channels of worldly and business struggles. Before starting upon a trip, whether on business or recreation, it is well to inquire and investigate the various routes, and choose the one offering the best inducements in the way of comfort and attractions. The traveler, the tourist or business man is wise in selecting the Rio Grande lines in a journey to and from the east, as it offers every comfort and modern convenience to suit all classes of travel, with an array of scenic attractions unsurpassed in the world. Castle Gate, The Canon of the Grand, Marshall Pass, Tennessee Pass and the world renowned Royal Gorge are but a few of these attractions seen from the car windows. Three fast trains daily between Ogden and Denver. Pullman palace and ordinary sleeping cars on all trains to Denver, Omaha, Kansas City, Chicago and St. Louis without change. A perfect dining car service. Agents throughout the northwest can sell tickets via this route. For rates, maps and full information or for copy of beautiful booklet, "With Nature in Colorado," write or call on W. C. McBride, general agent, or M. J. Roche, traveling passenger agent, 124 Third Street, Portland, Oregon.

Harrison, the Giant Powder man wants every miner to make his office headquarters when in Sumpter.

Leave your measure for a suit of clothes at Neill Mercantile company's.

Something to depend upon—Giant powder.