

SOMETHING ENTIRELY NEW THE CONSTELLATION

THE PROPERTIES OF THE CONSTELLATION GOLD MINING COMPANY

FIRST
OFFERING
OF
STOCK

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

A
BRAND
NEW
MINE

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

FOR PROSPECTUS, MAPS, ETC., ADDRESS

Constellation Gold Mining Company

C. H. McCOLLOCH, SECRETARY

P. O. Box 185

Sumpter, Oregon

REVIVAL IN GRANITE DISTRICT.

Observations of a Spokane Mining Man on Recent Visit.

C. J. Johnson has returned from a trip to the Scandia Tunnel and Climax mining properties at Granite, Oregon. He states that the Scandia Tunnel was in Quebec hill a distance of 1965 feet last Saturday, and that the big ledge should be struck now almost any day. The tunnel has been driven about 200 feet beyond the first big ledge, where it shows on the surface, but the dip of the vein carries it beyond that point with depth. The long hole is being drilled into the mountain as rapidly as possible.

On the Climax mine the tunnel is now in a distance of about 300 feet, and 50 feet more will bring it to the rich shoot on the cross ledge. The tunnel is in good ore and several samples have been brought to Spokane for assays.

The Cougar mine at Granite has just installed roasters and the property will soon be running its mills with a large force of men. In less than three weeks that property will be treating 250 tons of ore daily, which will make it the largest producer in the district.

A bond has been taken on the Gold Hill group for \$20,000 and work will be vigorously pushed on the property. These claims are located only a few hundred yards from the Climax group, and is the making of a big mine.

The Magnolia has also changed hands and a powerful eastern company will develop the property. Several rich strikes have been made recently on Granite creek, causing great excitement in the camp.

Mr. Johnson states that there is more business going on and more activity in the Granite camp now than there has ever been before, and predicts a great

boom for that district in near future. Eastern capital is pouring into the district and many properties are changing hands.—Spokane Chronicle.

Pomeroy Dredge Made Big Money.

The monster Pomeroy dredge, built to mine the placer bottom of the north fork of the John Day and of Canyon creek, which has been in operation over two months on the north fork below John Day city, will not run this winter. Work will stop as soon as bad weather sets in. The dredge has had a fairly uninterrupted run since starting, lack of fuel being about the only difficulty. So mammoth are the proportions of this mining boat that a dozen cords of fuel a day are required to run it, and as this has to be cut and brought down from the surrounding mountains, the supply gave out at times. A large crew will spend the major portion of the winter getting a big amount ahead, and next season's run will probably be clear. The dredge is said to have made big money, extracting sometimes as high as \$1000 a day, but accurate figures on the output could not be obtained. It is claimed that sufficient concessions are owned by the company to keep the dredge in operation the year round for a century.

"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.

Use Giant powder, fuse and caps.

Mining the Thing for Small Investors.

There are two methods of producing wealth in our present social system. One is by labor, the other is by investment. The great number of individuals who secure a livelihood by means of their own labor in the United States is a fact that is attracting attention throughout the world. The prosperity of these individuals is constantly increasing; that is to say, they are receiving better wages and are enabled to lay aside accumulations after providing for necessities, which causes our savings banks to show a greater accumulation of capital than any in the world. These savings draw but a comparatively small rate of interest. A question for the small investor to consider is, "How can I invest my savings safely, so that they will produce a higher rate of interest than that paid by savings banks?" "How can I, with my small reserve capital, partake of the large profits that are obtained by the large capitalist, who is able to invest in those enterprises which are today most profitable?" Enterprises which help to develop the natural resources of the country require large capital for that purpose. A small investor cannot, of course, speculate safely. He cannot afford to buy railroad stocks or other securities quoted on the street. These are subject to fluctuations controlled, in a measure, by capital aggregating millions. There are securities, however, in which a small investor can today place his savings and receive a rate of dividends far greater than that provided by savings banks, and equally as safe and even greater than that paid by stocks listed on the exchange. These securities are developments of the condition existing in the mining business.—Deadwood Independent.

No headaches from Giant powder.

AN ALL ABIDING FAITH.

The Illinois Central Railroad company has an all abiding faith in the future of the great Northwest. A short time ago this was manifested by the establishment in Seattle of an agency to take care of their interests there. The latest effort is to put on a splendidly equipped new train service between St. Paul and Chicago. The new trains will be running Sunday, November 2. They will use their own rails between Chicago and Albert Lea, Minnesota, and the Minneapolis & St. Paul Ry. track from Albert Lea to Minneapolis and St. Paul, running into the union depot at St. Paul, which is the same that is used by all lines in that city.

The train is to be known as "The Chicago, St. Paul & Minneapolis Limited" and will consist of sleeping car, buffet, library car and reclining chair car, through without change between Chicago and Minneapolis and St. Paul. Dining car service will also be maintained, supper being served out of Chicago and breakfast into Chicago. Trains will leave St. Paul at 7:10 p. m. and arrive in Chicago 9:30 a. m. Leave Chicago at 6:10 p. m. and arrive at St. Paul 8:40 a. m., making close connection at St. Paul with all western lines. Tickets can be purchased via this line, in connection with all western lines, at all stations.

For further information regarding rates, routes, time, etc., call on or address,

B. H. TRUMBULL,
Commercial Agent Ill. Cent. R. R.,
142 Third St., Portland, Ore.
PAUL B. THOMPSON,
Freight & Passenger Agent,
Ill. Cent. R. R., Seattle, Wash.

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