

PORTLAND AND SEATTLE

Some Comparisons Made by a Recent Visit.

Randall H. Kemp returned on Monday from a ten days trip to Portland and Seattle.

This being the first time he had visited these well known northwestern cities, he naturally took some interest in sizing up the difference between two great trade centers only 185 miles apart but so different in character, although both have about the same population, viz—something in excess of 100,000.

Portland he says: from a mining man's standpoint, has always been classed as a city of Mossbacks, or to put it in a milder form, conservative as to branching out into any form of speculation which requires nerve or daring. When one comes to study into these conditions, however, many reasons can be seen why a speculative fever does not strike the city by the Willamette very hard.

In the first place, commercially Portland has about all the trade it can well handle, and appears to be so well established in such lines that its citizens do not feel the need of reaching out for the proceeds of other industries.

Second; in a great measure it is a city of homes. Many mining men, after they have made a competence or a fortune wresting minerals from the earth, go to Portland to establish their homes. They retire as it were, from the activity of mining life, hence do not enter into a proposition of that nature with the zeal that they would had they yet their money to make.

Therefore the metropolis of Oregon may be disappointing to many who have meritorious schemes to float, and as they are liable to condemn the city and all its inhabitants.

With Seattle, there is an entirely different spirit.

No matter what kind of a scheme is presented to a Seattle party it is not turned down nor the person presenting it dismissed with a frown. If there is any merit in a proposition, and one cannot handle it, he will interest himself in finding some one who will.

There is said to be more cohesiveness among Seattle people and they stand together better in all matters which may benefit the city as a whole, than any other place on the Pacific Coast if not in the United States.

One cannot be in the Queen city of the sound long until they are charmed with the enthusiasm which prevails everywhere.

There is a buoyancy, life, energy, go, everywhere. The "I can" and "I will" spirit appears to be all pervading.

No wonder Seattle gets all she asks for and gets it quick.

The enterprise and energy of her citizens are the admiration of every one and she has the moral support of the world.

SOUTHWESTERN OREGON.

Report From the Topographer of the U. S. Geological Survey.

From a recent report of A. B. Searle, who is in charge of the topographic work of the United States Geological Survey in southwestern Oregon near Bendale, interesting details with regard to the character of the country and difficulties encountered in the government mapping of the region are drawn. This attractive country, lying on the western

side of the Cascade range, combines mountainous topography of a bold type, some of the elevations reaching an altitude of 5,000 feet, with fertile valleys where considerable hay and grain are raised and where, especially in the northern part, the production of prunes has become a large industry.

Some very intricate topographic features were found in winding ridges which put off from the main divides. These mountains carry a good supply of unusually fine timber, which is being rapidly bought up; they are also rich in pockets, and mining interests are rapidly developing.

The method used in mapping the section was to locate as many prominent points as possible by triangulation, which were then used to control the measurements by road traverse. Level lines were carefully brought up from the sea and elevations were obtained by vertical angles based upon them. The topography was sketched by contour lines to interval of 100 feet, which brought out considerable detail and will make a useful map for many purposes.

The whole area comprises but 900 square miles and under ordinary circumstances could have been completed in one field season, but the atmosphere here was so smoky from extensive forest fires and the trails were so obstructed by dense underbrush and fallen timber that progress was slow, yet the quadrangle will be completed during the present field season, ending about December 1.

Although in the main the forest fires retard the work, in some instances they are a help in making clearings on the tops of mountains, from which outlooks could be had in no other way.

A DOZEN DIFFERENT WAYS.

When the ordinary citizen intends to go east, or send for friends or relatives to come west, the choice of routes is a question that always bothers him. He wants to know if the same route he used once, sometime ago, makes the same time, same connections, if the price is the same, if it costs the same to go east as it did to come west. Possibly, he has heard or read of famous points of interest in the west or middle west that he overlooked on the trip he made. Did not see them because he had not time; did not know he could for the same money; did not know he could get a stopover. There are hundreds of questions he would like to have asked, many things he would like to have seen, and many accommodations he could have enjoyed, only, he did not have time to look into the subject, and it was too much bother anyway.

Here is a suggestion that will save you all that trouble, vexation and regret. The Illinois Central Railroad company runs east and south from St. Paul, Omaha and St. Louis, and north from New Orleans. At these points, it connects with all the western trunk lines, and through them, with all their western connections. The Illinois Central does not care which line you use in the west, northwest, central west or southwest, because it connects with all of them, and is absolutely impartial to all. All you have to do is to drop us a note; tell us your destination and starting point. Is there anything in the whole glorious west that you want to see on the way? Mention it. We will arrange for it if it can be done. Perhaps you will want a stopover. We will arrange that too if it is possible for anyone to do it. Just make a suggestion as to the western line and we will elaborate it for you; tell you the time you should start, when you should arrive at destination, what accommodations you will enjoy, what it will cost you, an itinerary for the trip, and will do anything that we possibly can to make your journey pleasant and comfortable.

That's what we are here for. We have headquarters in Portland; agents in Portland and Seattle, and traveling agents that will come and talk it over with you any time and at any place in the northwest without it costing you a cent more than a postage stamp. Chicago business is a specialty with us, but we have our own rails in a dozen different states east of St. Paul, Omaha and New Orleans, and can ticket you to these gateways over a dozen different routes. Write us. By the way, do you want a nice wall map of the United States, Cuba and Porto Rico? Send me six cents to pay postage.

B. H. TRUMBULL,
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Reclaimed the Wilderness.

In estimating the mineral output of one section or state with another it becomes apparent that each in turn has contributed its share of the total receipts, and when we realize that the Rocky mountains, with their vast area, have barely been "scratched," to use an expression familiar with the industry, one fairly gasps at the results that new developments will accomplish. That the development of our mineral deposits has been the great medium through which the extensive west was populated admits of no doubt. Without the discovery of minerals the west would today be a vast wilderness.—Western Mining World.

Process to Harden Drills.

To harden a drill to make it stand hard work, proceed as follows: First sharpen the drill to cut well, heat it to a yellow or pale straw color, then plunge it into crude petroleum with a little common salt mixed with it. This will toughen the edge and enable a miner to do more work with no more effort, as it will hold its edge better. The heat described is insufficient to flash the oil, but if it should, simply cover the vessel holding the oil and it will instantly go out.

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