

## PROGRESS ON OREGON MONARCH

### The First Vein Which Shows on the Surface Has Been Penetrated.

Development on the Oregon Monarch, near the Red Boy, has been prosecuted with unusual vim during the past three months under the superintendency of F. J. Moffet. Recently the first vein that cropped on the surface was encountered by the crosscut tunnel which is now in between 350 and 400 feet from the portal. Two unlooked for obstacles have combined to prevent this ledge from being penetrated before. The first reason was on account of a hard belt of quartzite that retarded progress. Next the vein dipped into the mountain at a much greater angle than expected.

For some distance, however, the ground has been highly mineralized, and for the past month they expected to strike the vein any day. Samples that have been tested are highly satisfactory, and drifting will be prosecuted on this lead from now on.

The main crosscut tunnel, which is said to be one of the largest and also one of the finest samples of mining work in the district, will be pushed forward into the mountain a distance of from 1500 to 1800 feet.

The mountain is quite steep and the gain in depth is nearly foot for foot. Five veins outcrop on the Oregon Monarch company's ground which will be developed by this tunnel.

Leyner drills are used, air being brought across Congo creek from the Red Boy compressor.

Considering that the Red Boy on the north is now working the richest ore yet mined in that famous property, and T. J. Sheedy and brother have recently made a strike in the Black Jack group on the south, all these veins being the same as those on the Oregon Monarch ground, gives the company more encouragement. Oregon Monarch stock has advanced from 25 to 27½ cents per share.

It will be remembered that a rich blind ledge was struck thirty feet from the entrance of the tunnel, but it has never been developed on account of being so near the surface.

#### A Wind Creek Claim.

H. B. Griffin has discontinued work on the Eureka claim on Wind creek, near the Half Way house, for the winter. During the past summer and fall a tunnel nearly 200 feet in length has been driven, following a greater part of the distance, a spur from the main vein. On the surface a well defined lead from which free gold has been panned, was traced for a considerable distance. A crosscut tunnel was run to tap this ledge, but on account of the vein dipping into the hill on such an angle, it has not yet been penetrated. Mr. Griffin is firmly of the opinion that valuable ore exist in the immediate environments of Sumpter, and in time he hopes to prove that his theory is correct.

#### Oregon Counties.

The largest county in the state of Oregon is Harney, with an area of 9886 square miles; second in size is Malheur, with 9784 and third in size is Lake, with 7834. The smallest county in the state is Multnomah, with only 429 square miles of territory. In Oregon are nine counties with over 3000 square miles, and eight with less than 1000 square

miles, and it is remembered that Rhode Island contains only 1093 square miles the magnitude of Oregon seems almost incredible. Yet Rhode Island has the same strength in the United States senate as Oregon, ninety times her superior in area.—Democrat.

#### Blow off Mountain Top.

The Mountain Copper Company, of Redding, California, is considering a novel method for opening up its famous Iron Mountain mine in order to overcome the fires burning in its ore beds. It is proposed to explode 250 tons of powder at one shot and blow off the top of the mountain. If done it will be touched off about New Years. With the work accomplished the company will be able to work the property in the open, and not be troubled by the many fumes of burning ore in the many tunnels that penetrate the mountains.

#### 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, some time 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.

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