

**DOINGS ABOUT ALAMO**

**What is Being Done on Some of the Properties in That Section.**

P. A. McPhee, hotel man of Alamo, was transacting business with Sumpter people during the latter part of last week. Although "Pete" knows how to keep hotel, as thousands of old timers who have been in the far west for the past thirty years can testify, yet he always keeps an eye open for a chance in something favorable in the mining way.

There has been no excitement in the vicinity of Alamo for some time, yet considerable development is now going on, and Mr. McPhee thinks that by the first of the year 150 men will be at work.

Recently an important strike was made in the Strassburg, three-fourths of a mile from town. This property belongs to an incorporated company of which W. H. Remington, W. S. McCornick, the Salt Lake banker, and Portland parties are the owners. There are three tunnels on the property; No. 1 is in between 600 and 700 feet; No. 2, 1000 feet, and No. 3 very near 500 feet. For some time a crew of men have been running No. 3 tunnel on contract, and the strike was made at least 200 feet beneath the old workings. The lead opened up at this depth is twenty or more feet in width. Should the values come up to expectations, a 40-stamp mill will be installed as soon as possible. The Strassburg group consists of six claims, all of which are patented.

On the Alamo, six men are busy extending No. 3, or the lower tunnel, which is now in between 800 and 900 feet. The main lead, which they are driving for, is liable to be cut any day, when it is anticipated that this will be one of the banner mines of the country.

Wm. H. Chambers is pushing development on the Big Producer group of eleven claims.

On the Humpback claim of the Van Anda group, adjoining the Strassburg, three men have been working for some time, and a few days since made an important strike, the particulars of which are not yet known.

The Oregon and Colorado Mining company who own the Quebec group, keep six men continually on development work. The differences which heretofore existed between the stockholders of this company have been settled, and soon the mine will be working full blast and the 10-stamp mill will again be in operation.

**AN INTERESTING STATEMENT.**

**How Our Mining Districts Are Robbed of Credit For Output.**

The United States mint gives a report of bullion turned into the mint and from these statistics the output of a mining district is made up. Eastern Oregon mines have long been known as big producers, yet the United States mint reports that eastern Oregon produced \$1,800,000 in 1901. That means an average of \$150,000 per month.

We want to call attention to the fact that eight of the largest mines in eastern Oregon are steadily dropping a total of 180 stamps. Ten other mines of the second class drop a total of 100 stamps. The mines of the first class are the Bonanza, Red Boy, Mammoth, Golconda, Columbia, North Pole, Virtue and Cornucopia, and these mines, according to the most reliable information from

banks, assay offices, superintendent's reports, miners employed underground, express companies, etc., yield a monthly output of about \$450,000. Ten mines of the second class are the Gem, White Swan, Quebec, Deer Lodge, Virginia, Gold Ridge, Colt, Gold Needle and Connor Creek, which gave an approximate output of over \$100,000. From these eighteen mines the monthly output aggregates over \$550,000.

The Hoosier Boy, with twenty-five stamps, adds about \$30,000 per month. Then there is the Pyx, Climax, Friday, Brazos and about sixty others with mills or shipping ore that are not counted in this output and furthermore these statistics do not include any placer mines that are worked only in the summer time. The above statistics account for about \$580,000 per month, or about \$6,960,000 from nineteen mines per year. It is safe to estimate that the small mines, the shipping mines and the placer mines will run this estimate close to \$1,000,000 per month and we believe that eastern Oregon is now producing approximately \$12,000,000 a year, yet the mint reports give it as only \$1,800,000 for the whole state.

The reason for this is apparent. There is a United States assay office at Boise City, Idaho, and much of the gold is turned into Boise banks and they turn it into the mints or United States office and Idaho gets the credit. Shipping ore goes to the Tacoma smelter in Washington and the mine owner is paid for his ore in a check and the bullion is turned in from Washington. Some shipping ore is sent to Salt Lake City, Utah, some to Denver, and some to San Francisco smelters, and Colorado, Utah, and California get the credit.

The only way for this credit to be properly placed is the establishment of a United States assay office in Oregon and the operation of a smelter in the same state. If this were done, Oregon would get credit for between twelve and fifteen million dollars annual output.—The Mining and Engineering Review.

**The Mormon Temple.**

The Mormon temple at Salt Lake City is no doubt the most substantial and well constructed religious edifice in the United States, if not in the world. Corner stone laid April 6, 1853, cap stone April 6, 1892 and dedicated April 6, 1893, over forty years of constant labor being consumed in its construction. This magnificent structure 200 feet long, 100 feet wide is built entirely of Utah white granite, beautifully carved, symbolic of the Mormon faith, surmounted by six towers, the highest being 230 feet from the ground, supporting a bronze statue of the angel Moroni. The cost of this building is about \$6,000,000. There are many other attractions at Salt Lake City of interest to the traveler or tourist where a day can be well spent. The Rio Grande is the only Trans-continental route passing directly through Salt Lake City, where a stopover is allowed on all classes of tickets. The service of the Rio Grande line is unexcelled. Three trains daily between Ogden and Denver, carrying all classes of modern equipment. If you are contemplating a trip to the east, write the undersigned for information regarding rates via the "scenic line of the world." W. C. McBride, General Agent, M. J. Roche, Traveling Passenger Agent, 124 Third St., Portland, Oregon.

Beware of imitations. See that the powder you purchase is branded "Giant Powder, San Francisco, patented May 24, No. 241941 and June 14, No. 242893.

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