

IN SUMPTER'S ENVIRONMENT.

VEINS OF GOLD QUARTZ SEAM THE NEARBY HILLS.

"Pride of the Blue Mountains" Built on Beds of Pay Gravel—Rich Auriferous Deposits in the Near Vicinity. Golden Chariot Claims Being Developed Within Short Distance of the City.

Notwithstanding that Sumpter has been a great mining center for several years; it is yet an unknown matter whether paying mines exist in its immediate environments or not. Traveling in any direction from the city, one can see prospect holes and tunnels on every hand.

What indications have been found in these numerous prospects has never been given out to the public. It is quite probable that the local prospector, like all other people, considers that distant fields are more green, and instead of opening up a favorable showing near town, he goes to farther away points or locates on some belt where there is more excitement.

Many people who should be well posted, claim that there would be paying mines on the outskirts of this city were the prospects once opened up. But much of the ground is patented, which precludes all possibility of it being taken up as mineral land, and acquiring a title without the possibility of long drawn out litigation.

It is well known that the soil and gravel on which the city of Sumpter is built, is more or less laden with placer gold. And no doubt the entire town-site and the several additions would pay well were the ground mined by the modern hydraulic process in vogue at other places.

As the fact has been well demonstrated, that the placer mines of eastern Oregon have been fed from the quartz veins on the surrounding hills and mountains. It is not unreasonable to draw the conclusion that the gold impregnated gravel in the basin where Sumpter is situated, came from the adjacent hills.

Two and one half miles east of Sumpter, and about one half mile north of the wagon road leading to Baker City, on what is known as Bear gulch, quartz veins were found away back in the sixties. Some of the placer miners of that early day sunk a shaft forty two feet in depth in vein matter through which a streak from one to six inches in width is said to be worth \$1 per pound.

The values in this high grade stringer were extracted by means of a hand mortar, and it is claimed that it was demonstrated that this and other veins in the vicinity were the feeders of the gulch now mined out, but in the palmy days of old, paid \$50 per day to the man shoveling into the sluice boxes.

F. A. Williamson, Wallace Shepard and the Sumpter Lumber company, own eighty acres of patented land covering four veins. Among their holdings being the ground on which the old "gum booters" sunk the forty-two foot hole about forty years ago. The formation is said to be entirely different to any other in the Sumpter district, the veins being in a contact between serpentine and lime.

They style their group the Golden Chariot, and it has been held continuously for the past ten or fifteen years. Among the developments is a crosscut

tunnel now in 180 feet: this opening will have to be extended another twenty five feet before it penetrates the vein. A shaft has been sunk thirty feet in ledge matter which will be connected with the tunnel when it reaches the lead.

On account of the altitude of the hill through which this vein trends, this tunnel will only prove the lead to a depth of about fifty feet. This vein is about seventeen feet between walls and carries from \$5 to \$8 per ton in perfectly free gold; scarcely any sulphides being visible. This is the average outside of the rich streak above mentioned.

Besides this lode, there is another called the blue vein, which is about two feet in width and averages \$15 per ton in gold as free as the one above described. On the dumps there are at least 150 tons of milling ore. The work of development is being carried on continuously in a small way, and the owners are determined to prove that they have a paying mine.

SENSATIONAL ADVERTISING.

Only Reports of Rich Pockets or Specimens are an Injury

As stated in THE MINER last week the sensational bubble on ore stealing has been pricked and air of a warm temperature was the result. It is not the intention to open up a matter that is apparently dead, but to show some of the evils of such a method of advertising, the subject is again referred to in these columns.

Many are of the opinion that the stories sent broadcast by means of the Associated Press, will be a grand advertisement for the mines of eastern Oregon. There are two ways of looking at this question. Should we desire to attract tenderfeet to the country, then the statements sent out will have their effect.

But if on the other hand we wish to call attention to the country so that experienced mining men would come here and invest their money, the plan falls far short of what was intended.

Mining men of experience keep clear of pocket or specimen mines. It is large bodies of medium, or low grade ore that attracts them. They waste no time on a section where they are led to believe that a few miners can carry away the gold produced in their lunch pails or pockets.

Let the press of the country tell the facts about the huge fissures that abound here which carry ores that will pay from five to twenty dollars to the ton in gold, and they will benefit the district far more than publishing any kind of yarns about fabulous strikes or big steals made by miners.

PLANNING TO OPEN TEMPEST.

Possibly a Spokane Man Will Make a Stir in the Greenhorns.

C. R. Aldrin, who developed the Climax on Granite creek by running the two upper tunnels, and the man in whose mind the Scandia tunnel on Quebec mountain was conceived. Appears to have never lost faith in the riches and extent of the ore bodies of the Blue or Greenhorn mountains.

Lately he was in this district accompanied by J. W. Schwartz, of Chicago. They visited the Tempest mine in the Greenhorns, and it is understood that development will be pushed on that property in the spring and the gold-copper ore which it produces will be treated at the smelter in Sumpter.

Last fall Mr. Aldrin had an engineer from Spokane in the Greenhorns for quite a while, until the snow fall became so great that it was impossible to examine the surface. This engineer has been engaged to return in the spring and continue his investigations.

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 Maroni. 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 lines 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.

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