

COVERS
THOROUGHLY
THE
GOLD FIELDS
of the
INLAND EMPIRE



EASTERN
INVESTORS
IN
OREGON MINES
Pay for
AND READ IT

MILLS FOR BOTH THE BELCHER AND RED LION

Twenty Stamps on The Former And a Ten Ton Plant on The Latter.

Mills will be installed on both the Belcher and Red Lion in the early spring. Superintendent P. A. Brady was in the city today on his way to Baker, and stated that there would be no change in this program. A twenty stamp mill has already been ordered for the Belcher, and is now being built for immediate shipment in Chicago. Mr. Brady thinks the machinery will be here in time to get it in over the snow.

A small mill will also be placed on the Red Lion. The details of this plant have not definitely been decided upon. Mr. Brady, however, thinks it will either be a Tremain mill or five stamps, with a daily capacity of about ten tons.

Development work, Mr. Brady states, is progressing most satisfactorily on these two promising Greenhorn properties. At the Red Lion the drift on the ore shoot in the

lower workings, has been carried eighty-five feet, showing the body to be six feet in width, with ore averaging between \$8 and \$12 to the ton. Work is to be carried on all winter.

The Belcher is also forging steadily ahead in a development way, getting ready for early stoping. The lower tunnel is being carried forward, and a raise is being made on the No. 3 ore shoot from lower to upper tunnels. The distance is 153 feet, and eighty feet have already been completed. There are satisfactory values for the distance so far attained. In the tunnel the No. 4 ore shoot has been cut, and from the indications, the Golden Gate, an intersecting vein, is being approached. The increased flow of water, Mr. Brady states, leads to this conclusion.

Development work at both properties is being rushed ahead as rapidly as possible.

COMPARE PROFITS

EARLY DAYS AND NOW

In a comparison of the profits on ores in the early days, with the present time some interesting figures are brought forth. In 1874, the price of silver being \$1.19 per ounce, a ton of ore containing 683 ounces was shipped to the smelter at Black Hawk, for which the mine owner received \$374.69 net, after deducting the cost of mining, transportation and treatment. Ore of exactly the same grade may be shipped to the smelters today, at the present price of silver, and return a profit of \$379.35 over all cost.

In March, 1868, four and one-half tons of ore, shipped from Georgetown to Black Hawk, yielded total values of \$1,971. The treatment charges were \$669.

In 1869 fifty tons sent to Black Hawk cost \$25 per ton hauling charges. In the 70's it cost \$8 to \$9 per ton to deliver ore from Silver Plume to Georgetown.

The following rates prevailed in Colorado in 1868:

Not less than one ounce of silver was paid for. Not less than one-quarter ounce of gold was paid for; not less than one per cent copper, after deducting one ounce of silver

for each per cent of copper.

Gold was paid for at the following rates: For ore containing two ounces of gold per ton, twenty per cent of its value; three ounces, thirty per cent; four ounces, forty per cent; five ounces, forty-five per cent, six ounces, fifty per cent.

Matte was hauled by team to the Missouri river, from St. Louis to New Orleans by boat, and then re-shipped to Swansea and Germany. It took six months to get returns.

Ten thousand fire brick to build the smelter at Black Hawk cost \$1 per brick. Iron for doors and structural parts cost 25 cents per pound. Lead was paid for at the market price if it ran over 25 per cent.

Silver at \$1.27 per ounce was paid for at the rate of 71 cents per ounce in 1878 on a basis of 127 ounces to the ton, 258 ounces at the rate of 83 cents per ounce, 473 ounces 90 cents per ounce. These notes are taken from the actual mill runs. In 1879, with the price of silver at \$1.18 per ounce, the white metal netted the mine owners at thirty ounces ore six cents per ounce, thirty-five ounces nineteen cents per ounce, forty-five ounces thirty-six cents, fifty ounces forty cents, 100 ounces sixty-seven cents, 200 ounces eighty-one cents, 300 ounces eighty-eight cents, 400 ounces ninety cents, 500 ounces ninety-two cents and 1,000 ounces

ninety-eight cents.

What was true of Colorado applies with equal force to the entire west. All of which goes to show that in the good old times there was no such profit in mining enterprises as may be realized at the present day, with improved transportation facilities and the remarkable advances achieved in the metallurgical world. Data for the foregoing was furnished by Mr. Harry A. Lee, of Lee & Finch, mining engineers, of this city, and for eight years state commissioner of mines for Colorado.—Ores and Metals.

Luck of One Man.

Five years ago, Charles H. Eldhelberger, was a prospector in Arizona. He owned a pair of overalls, a shirt, two burros and a couple of hob-nailed shoes. One day he climbed a hill that raises its sun-scorched back between the Colorado and Gila rivers, and the nails in his shoes scratched the formation. When he looked down at the nail marks he nearly went crazy. The rock was spotted and seamed with gold. He had discovered the King of Arizona mine, which is daily adding thousands of dollars to the gold output of the territory. He sold his interest for \$250,000, and since then has been indulging in the luxuries of life in San Francisco, and has now invested in business that pays him less, but which gives him more leisure.—Mining and Engineering Review.

Indian's Essay on a Horse.

The following remarkable essay on the horse is said to be from the pen of an Indian student: "The horse is a very noble quadruped, but when he is angry he will not do so. He is ridden on the spinal cord by the bridle, and sadly the driver places his foot on the stirrup, and divides his lower limbs across the saddle, and drives his animal to the meadow. He has four legs; two are on the front side and two are afterward. These are the weapons on which he

runs. He also defends himself by extending those in the rear in a parallel direction toward his foe, but this he does only when in a vexatious mood. There is no animal like the horse. No sooner they see their guardian or master than they always cry for food, but it is always at the morning time. They have got tails, but not so long as the cow and other such stock animals."

NOTICE

In the matter of the petition of the Sumpter Townsite company, Ltd., for the vacation of certain streets and alleys in the Sumpter Townsite Syndicate's Second Addition to the town, now City of Sumpter, Oregon.

The above entitled matter coming on to be heard before the Common Council of the City of Sumpter, in meeting duly and regularly assembled, this 29th day of December, 1903, and the petition of said Sumpter Townsite Co. Ltd., having been duly presented praying for the vacation of certain streets and alleys in the Sumpter Townsite Syndicate's Second Addition to the town, now City of Sumpter, Oregon, together with the proof of the due publication of the notice of the application for such vacation by advertisement thereof for four consecutive weeks in the Sumpter Miner that said petition would be presented, and also the consent of the owners in fee simple of all the property fronting on both sides of said streets and alleys so sought to be vacated, and for 200 feet on each side thereof, and said petition and proof being in all respects regular.

It is ordered that the 12th day of January, 1904, at the hour of seven o'clock P. M., at the City Hall in said City of Sumpter, is hereby fixed as the time and place for hearing said petition and any objections or remonstrances thereto.

Done in open Council this 29th day of December, 1903.

(Attest) S. S. START, Recorder.

Approved December 29, 1903.

D. P. BRADLEY, Acting Mayor.

Railway Equipment

Including New and Second Hand
Locomotives, Cars, Logging Trucks,
Relaying Rails and Fastenings. ❁ ❁
Sawmill Machinery, Stationary En-
gines and Boilers. ❁ ❁ ❁ ❁ ❁

MINING MACHINERY
OF ALL KINDS

A. J. McCabe.

TACOMA, WASHINGTON