

DEVELOPING WHEELER COUNTY COAL FIELDS

**Tony Mohr and Sumpter Associates Have
Eight Foot Bed of Good
Quality.**

Tony Mohr returned Saturday from Wheeler county, where he and Sumpter associates are extensively interested in coal lands. Lew Walker, former superintendent of the Midway, and also interested in the proposition, has charge of the development work, and according to Mr. Mohr's statements, is making exceptionally good progress. Day and night shifts are now being worked, and the tunnel recently started is into the vein over 100 feet.

The bed being explored, Mr. Mohr states, measures eight feet in thickness, and there is a constant improvement of the coal as the tunnel is carried farther in. He brought back with him a number of specimens which, judged from their appearance, no finer coal is to be found on the Pacific coast. Analyses made from the outcrop some months ago, showed a good per cent of fixed carbon, with every reason to believe that the deposit contains an excellent variety of coal. While nothing more than ordinary fire and forge tests have been made since the late developments, these show, however a vastly better quality, in fact, a very superior product, and it is believed there is a much higher per cent of fixed carbon than revealed by the early analyses, though these were encouraging. Mr. Mohr tried the coal in a blacksmith shop with most satisfactory results. As a steam coal it appears to possess high merit, and there is every reason to believe that its cooking qualities are among the best.

The interests with which Mr. Mohr is associated, control 3,200 acres of coal lands in Wheeler county, four teen miles south of Fossil. Besides the eight-foot vein now being developed, there are two others above it in the same mountain. The dimensions of these have not yet been determined. The only drawback at present is the lack of transportation facilities, but there are assurances that these will come in the near future.

Car and Locomotive Construction

Official returns from all but two car building plants in the United States show that 154,808 cars were built during the year 1903. This figure includes all freight and passenger cars built by the railroads at their own shops, and exclusive of those built for street and other electric service. Of this total, approximately 152,801 are freight cars, and 2,007 are passenger coaches; 153,195 for domestic use, and 1,613 for export. In 1902 the total number of cars built was 164,574, which is about 9,700 in excess of last year. The decrease has occurred in the last two months, as up to that time the

output for 1903 was equal to the output for the first ten months of 1902. During the year just closed 5,152 locomotives were built at the various locomotive works in the country, as against 4,070 in the previous year. The number includes 8 electric locomotives. The increase over 1902 is the largest that has ever occurred in one year, and is possibly due to the fact that the locomotive works in the country had such a volume of orders placed during 1902 that they were unable to make immediate deliveries, and many of the orders were held over until 1903.

HIS FAITH IN SUMPTER GREAT

**Former Owner of Badger
Thinks This Among Best
Camps.**

G. W. De Witt, of Pearl, Idaho, the former owner of the Badger, and the man who put this property on a paying basis before turning it to the Bunker Hill-Sullivan people, was here yesterday and today looking after business matters. Mr. De Witt is now main owner of the Wolverine group, in the Pearl district, and is engaged in steady development work. He says that Pearl is slowly coming to the front though much work is needed to open up the camp. Regarding Sumpter, Mr. De Witt says:

"My faith in the district here has never been shaken. I have the most absolute confidence in it. The substantial interests which have grown up in the town of Sumpter are evidence of the stability of the mining country back of them. Sumpter never could have made such headway had this not been the case. Sumpter is holding its own with other mining towns. In fact, more than holding its own, since it is leaving many of them in the rear."

Mr. De Witt returned this afternoon.

SENATOR MITCHELL GIVES MINING A JOLLY

Indicating willingness to act as chairman of the legislative committee of the Oregon Miners' association, a letter has been received from United States Senator John H. Mitchell by

Colonel J. T. Grayson, of Portland.

At the session of the American Mining Congress, held last September at Deadwood, a resolution was passed for the purpose of having a legislative committee appointed, whose duty it should be to look after the legislation pertaining to the mining industry and to have the chairman of this committee at Washington, D. C. As the objects of the Oregon Miners' association are identical with the congress, Colonel John T. Grayson requested Senator John H. Mitchell to act as chairman of this committee. Following is the reply:

"I beg respectfully to acknowledge receipt of yours of December 29, in which you state you had been some time previously appointed a committee of one to communicate with me, and you state you want me to act as chairman of your legislative committee at Washington, D. C. for the coming year.

"In this, as I understand it, my dear Colonel, you represent an association in Oregon—a state organization—as you say over 700 strong scattered all over the state. You do not give me the name of the organization, however. But I take it, it is an organization intended to advance, promote and develop the mining interests of the state. And I judge from your letter your association is represented by different committees on different subjects, having one committee known as the legislative committee with headquarters in this city, and it is this latter committee as I understand it, you desire I shall act as chairman of.

"At first glance on reading your letter the thought occurred to me that probably as a senator there would be an impropriety in me acting in the capacity you suggest. But on reflection I do not see that there is.

"I certainly feel a deep interest in the mining industry of our country, and whether chairman of a committee or not, I am ready and willing to do everything in my power both as a private citizen and as a senator, looking to the promotion of this important industry. I have therefore concluded to conform to your very earnest request, and will act as chairman of the committee referred to, and as requested I have wired you to that effect today."

FIRST SHIPMENT OF COPPER MATTE

The first shipment of copper matte from the Sumpter smelter was made today. It consisted of seven car loads and was consigned to Salt Lake for further treatment.

It is the result of the short test run made by the plant, which in every way demonstrated its high efficiency in leaving, and its complete adaptability to the character of ores produced by the district.

Lumbermen Visit Sumpter.

A. L. Deerhammer, R. C. Warner and E. A. Lufkin, of Beloit, Wisconsin, interested in the Wisconsin and Oregon Lumber company, were here today on matters connected with the firm. Mr. Warner is a brother of E. F. Warner, of the Killen-Warner, Stewart company.

LOST—Large silver belt pin, Saturday evening. Return to E. P. Bergman and receive reward.

MAYFLOWER VEIN CUT AND PANS FREE GOLD

Mr. Lambright, one of the owners of the Mayflower claim, Cracker Creek district, was in town a day or two since, and informed L. C. Beckwith that he had encountered the vein in the crosscut tunnel and the showing is all that could be asked for.

The tunnel from mouth to hanging wall was 280 feet in length, where a depth of 125 feet is attained. The ledge has also been crosscut, and at this point is twenty-five feet wide. There is more or less ore from wall to wall, four feet of which is solid and high grade, panning free gold.

Mr. Beckwith says he was shown some of the rock from this four foot shoot, and it is identical with that found in the Orleans, the adjoining claim, the development of which he superintended. On the other side of the Mayflower is the Ruby, owned by the Idaho-Oregon company, the headquarters of which is in Kokomo, Indiana. This is conceded to be the great mother lode of the Cracker Creek district, on which are located the four big mines of the state.

MIXING BAD MEDICINE

FOR R. E. STRAHORN.

Members of the Sumpter city council will read the following dispatch from North Yakima to the Spokesman Review with some interest:

Robert E. Strahorn, the new owner of the Yakima Water, Light and Power company, arrived here yesterday from Spokane to take formal charge of the plant. He was accompanied by A. G. Smith, who will be the general superintendent. From all indications the city council will give the company considerable trouble during the next few months unless some concessions, other than what have been made, are assured the people of this city.

At the last meeting of the city council a committee was appointed by Mayor Fachter, who is at the head of the movement, to confer with the company relative to securing cheaper rates on light and water. Unless this is done the Mayor says the council will revoke the ordinance passed by the old council last fall, whereby the franchise of the company was extended twenty-five years, when the old franchise had already twelve years to run.

When this information was carried to Mr. Strahorn, he laughed and said the council might repeal the ordinance, but that act would not affect the agreement entered into by the last city council, and the company with regard to its franchise. Mr. Strahorn says as soon as he has gone over the situation he will make a statement as to what he will do.

Shareholders Meeting.

Notice is hereby given that there will be a meeting of the shareholders of the First National Bank, of Sumpter, Tuesday, February 16, 1904, at their banking house at 11 a. m.

R. H. MILLER, Cashier.

Dated Jan. 11, 1904.

Timber and Homestead Filings.

Timber and homestead filings, as well as final proofs, can be made before Charles H. Chance, United States Commissioner, office in First National Bank of Sumpter building, Sumpter, thus saving applicants expense of a trip to La Grande.