



THE SUMPTER MINER

SUMPTER VALLEY IS STILL UNDER WATER

No Trains Today, But One is Promised Tomorrow, Though Its Arrival is to Be Doubted.

No train today. High water below and plenty of snow to make more. The reports to the local office from the Baker City headquarters state that there is a long stretch of track out of South Baker, and in the flat meadow country intervening between there and McEwen, where the track is under water. In some places the water on the track measures between two and three feet. It would be a perilous undertaking to run trains under such conditions. There has been no abatement of the water, but it has continued steadily to creep up, supplied by the rapidly melting snow in the hill country.

It cannot be stated definitely when a train will be gotten through. It may be two or three days, or it may be a week, if the present warm weather continues. The snow is going off rapidly and it is easily noticeable that the amount of water passing through the surface sewers here today is perceptibly more than it was yesterday. It may be argued from this that the water below is likely to be higher today than it was yesterday.

It was with difficulty that the passenger train leaving here yesterday afternoon pulled through to Baker last night. It was 8 o'clock before it arrived, almost four hours behind schedule time. Reports today state that no bridges have been swept away. The train yesterday simply had to feel its way over the flooded track, and its progress was necessarily slow.

It was decided, therefore, this morning to make no attempt to put a train through today, but to concentrate all energy toward keeping the track from washing out. Accordingly three engines, some twenty flat cars and a crew of 100 Japs, under charge of General Passenger Agent Barton and Superintendent Shurtliff left Baker this morning early for the flooded district.

A telephone message from the Herald this morning stated that the outlets around Baker were brimmed to their

banks, and any further rise would be attended with disastrous results. No damage so far, however, was reported.

The mail stage lines leading into Sumpter are also paralyzed. This, however, is due largely to the soft conditions of the roads, rather than high water. Horses break through the snow and it is next to impossible to travel without endangering their lives. The Cableville stage failed to get in yesterday, and Walkee Taber, proprietor of the Granite line, arrived only after an extremely hazardous journey. One of his horses broke through the snow into water and slush and it was with difficulty that he was extricated. Mr. Taber made no attempt to return yesterday afternoon.

Later advices this afternoon from Baker City state that an attempt will be made to get a train through to Sumpter tomorrow. Postmaster Jewett called the headquarters of the Sumpter Valley up at Baker in regard to getting the mail in, and this was what he was assured. The success of the attempt, however, is to be doubted, since the snow is melting more rapidly today than it did yesterday, and if the track is now covered with water in the lowlands, there is little hope that it will abate sufficiently by tomorrow to allow trains to pass. The water in the river here today is six inches higher than it was yesterday, and it is still rising. Throughout the night it maintained about the same mark that it did yesterday, and early today began to rise. It is not probable that there will be any abatement below.

Considerable grumbling is heard among citizens that the railroad company made no attempt to send the mail in by back, when it was known that no train could be gotten through. Postmaster Jewett is powerless to act from this end of the line, since it is the place of the railroad at the other end to furnish mail transportation, in case trains cannot run. All Mr. Jewett can do in the matter is to

report the negligence, if such it is, to the proper postoffice authorities.

Several rigs left this afternoon for Baker City. William Kitchen sent one with four or five passengers, and Tom Taylor also furnished transportation to about the same number. Fred Worley went down with his dray to bring back some freight and express matter. E. P. Bergman was caught at Baker and will drive through tonight with a load of eggs. There is an egg famine in town on account of the lack of transportation facilities.

CORPORATION FORMED TO DIG OX BOW TUNNEL

Baker City, April 12.—(Special.)—A Boise special to the Herald today states substantially that the Ox Bow Electric Tunnel company, to develop electric power, has been abundantly financed, and that articles of incorporation were filed today at Boise. The enterprise was promoted by C. M. Mullen, of Baker City, and among its backers are Ex-Governor Frank Hunt, of Idaho, and Hon. Frank Morrison, of Boise.

The plan is to dig a tunnel on Snake river below its conjunction with Powder, connecting the river, at the bend it makes in this locality, which it is claimed, with requisite equipment will develop enough power to supply the entire scope of country included in eastern Oregon and south western Idaho. The entire plan, it is stated, has been consummated and early operations are contemplated.

TOO MUCH SNOW TO WORK GLADSTONE.

W. H. Mead, superintendent of the Gladstone, returned from the property yesterday afternoon, and left today for Spokane. He went out the other day to take a look at the situation, to determine when work may be resumed.

Mr. Mead says there is too much snow to attempt to do anything for at least thirty days, hence his return to Spokane. When the snow has sufficiently disappeared, however, he will start up again full force.

Whitney Sawmill Started Up.

E. L. Kennon, former general manager of the Sumpter Lumber company, who has contracted to handle the output of the McHenry & Wren mill near Whitney, came in from there this afternoon. The mill has been started, he says, and everything is going in first class shape. Mr. Kennon's family will remain in Sumpter, and he will go back and forth from there to his headquarters.

PROGRESS AT THE STORM KING

Manager Costello Reports That in All The Workings The Showing is Satisfactory.

Manager T. J. Costello came from the Forest company's mines Sunday after an extended visit, during which time he was kept pretty busy at the different workings, outlining the work for the future.

The work in the Golden Rule shaft has been stopped by the extremely large flow of water, which it was found the pump could not handle. The work has proven the existence of an immense ledge, the value of which has steadily increased as depth has been gained; if one is to judge the probable richness of the Golden Rule by the present showing, where the returns give six dollars on the surface, and eleven dollars at the bottom of a thirty foot shaft, then the question of making a mine out of the Golden Rule ledge is solved.

Owing to the rapidity with which the work has been prosecuted in the new Storm King tunnel, it was thought best to remove the car and track from the Honest Dollar drift, to facilitate the work as much as possible. This has been done and the crew in the Storm King doubled, so the work will be pushed faster than ever from now on. At a distance of 210 feet from the portal an average assay went \$63 in gold, silver and copper. This, it is thought by the management, will probably be the approximate value from now on, as the work is now coming under the large ore body opened in the upper workings.

As the company was unable to get in enough track iron and cars for all the drifts, it became apparent that some of the work would go slow, as wheelbarrow work is very tedious after distance has been gained, so, as the Honest Dollar drift was in good ore, the equipment was moved over to the long tunnel on the Storm King. When transportation becomes good, cars and track will be placed in all the drifts, which will materially increase the amount of work done each month.

Desert Land Law Stands.

By a vote of eight to three the house committee on irrigation and arid lands, yesterday defeated the bill to repeal the desert land laws. Williamson, of Oregon, was among those who voted against the repeal. The vote was taken after protracted hearings.