



THE SUMPTER MINER

COMPRESSOR PLANT FOR THE MIDWAY

Specifications Are Being Made And Machinery to be Ordered at Once.

Albert Geiser and Harry Hendryx, of the Geiser-Hendryx investment company, returned this morning from Portland and the former from southern Oregon points also.

They are busy today getting out specifications for the compressor plant to be installed at the Midway. It will be a six-drill plant, and the order is to be placed at once with the Ingersoll-Seargant people. The company expects the machinery here as soon as the roads are in condition for its transference to the property.

In the meantime it is being overhauled, and things gotten in shape for extensive operations. Wood contracts have been let, preparations are being made to start the sawmill and a new water ditch is being carried around from Swill Hollow to furnish the boilers spring water, instead of using that from the mine.

In regard to the Oregon King deal, in the Ashland district, the firm states that reports regarding its having been closed are premature. Negotiations are not closed and will probably not be for some thirty days.

as there are some minor details yet to settle, though it is entirely probable that the company will take over the property.

Mr. Geiser, with Angus McQueen and Clark Tabor, of Portland, was at Glendale looking at a property there with a view to taking it over, though no conclusions have been reached.

The reference to Mr. Geiser's failing health, due to the high altitude and snowy winters of Sumpter, made by the Glendale News, and the possibility of his changing his residence to that point, has caused his friends here great uneasiness. Since the matter came up, it is recalled that he is becoming thin and emaciated, very closely approaching the consumptive state. His friends are wondering why they had not noticed the marked change before.

But Mr. Geiser denies the report about his removal. He even says he is thriving on Sumpter climate, and avers that he has no symptoms of consumption, but his thin form bears adverse testimony, and the greatest fears are entertained.

SURPRISED AT SUMPTER'S SIZE

F. B. Hand, of Hurley, Wisconsin, proprietor of The Montreal River Miner, and interested in several other Wisconsin and Michigan publications, was here between trains today. Mr. Hand has been visiting Seattle and other coast cities. He is interested in the California and while west thought he would stop here and visit the property, but on learning that Manager Bellman is in Minneapolis, and that the mine and mill are not to start up till his return, concluded to leave without making the visit.

Mr. Hand, who is in the iron district, does not give a very favorable report of the situation. He

says that the ore output of the iron mines in Michigan and Wisconsin will be cut down fifty per cent this year, on account of the overproduction.

He was greatly surprised to find Sumpter such a thriving and prosperous town. "You have a beautiful location for a big place here, and are making a brave start toward its building. I thought Sumpter much smaller than it is".

Al Geiser on Another Deal.

The following from the Glendale News is of local interest, all of the men mentioned being well known here: Angus McQueen and Clark Taber, the well known Portland mining men, accompanied by Albert Geiser, the most prominent mine owner in eastern Oregon, arrived here

Monday and next day proceeded out to the Gold Bug mine, fifteen miles southwest of Glendale, on which property they recently took a bond, and in which a fabulously rich strike was made this week of ore that will run thousands of dollars to the ton. It is the intention of these mining magnates to make the Gold Bug one of the greatest mines in the West within a short time—and they have the energy and capital with which to do it. Mr. Geiser informed us that owing to the high altitude and severe winters in the Sumpter district, which is injurious to his health, he may conclude to transfer his operations entirely to the Glendale district.

WHEELING PEOPLE WILL VISIT SUMPTER

J. Schmidt, of Bridgeport, Ohio, just across the river from Wheeling, West Virginia, arrived this morning to look over the situation with a view to investment and location.

Mr. Schmidt says that a party of twenty-five or thirty capitalists from Wheeling, interested in the Citizens Gold Mining company, and others will leave there Monday for Sumpter. He at first thought he would wait and come with the party, but as it was the intention to come by St. Louis and take in the fair, he concluded to come on through by himself. The party will probably arrive here about June 1. Mr. Schmidt says the Wheeling capitalists intend remaining in the district for some time looking after their investments already made, and to make others.

Charles H. Chance took Mr. Schmidt up the Cracker Creek way this afternoon to have a look at the mines there.

WILL START WORK ON THE LA GLEDE

W. J. Curtis, of Albany, New York, one of the owners of the La Clede on North Powder, was here today between trains, settling up some business matters preparatory to leaving for his property, with a view to resuming operations.

The La Clede is a copper property of much merit, it is understood, and Mr. Curtis is here to perfect arrangements toward its further development.

Work at Monumental.

C. J. Allen, one of the owners of the Monumental, returned from the mine this morning and left on the afternoon train for Portland. Mr. Allen has a force of men at work, and will carry on operations steadily. He will be back in about two weeks to give the work his personal attention.

BONTA HAS BIG PLANS PERFECTED

The Baker City Herald of last evening published the following letter from Major J. W. Bonta, dated at Philadelphia, May 8:

"I have had a large job on my hands in moving the enterprise for Oregon, but have succeeded remarkably well, and will be with you in the very near future. The full extent of my undertaking I have not divulged to parties in Oregon, for the reason that I could not tell how capitalists in the east would view it. But now I shall be prepared to give to you on my arrival a full text, as I now have the full endorsement of capitalists in New York and Boston. I think that you may safely assure the doubting element in Oregon that the people of the east begin to comprehend the virtue of railroad building from Baker City southwest, and will answer the prayers of those beyond our present southern terminus. We shall take the initial step immediately upon my arrival."

The above letter was received this morning by the Evening Herald from Major Bonta, who is the promoter of the electric railway from Baker City to the Oregon Wonder and other mines near Prarie City, whose intention it evidently is to extend the line ultimately through southeastern and south central Oregon, to a junction with some transcontinental line in California or Nevada.

In Major Bonta's letter almost positive assurance is given that the big project has been successfully financed. It will be remembered that a few weeks ago five million dollars worth of bonds were issued by the B. C. & O. W. & I. company, which were secured by a first mortgage on all the property of the company, which included scores of mining claims in Grant county, together with all the railway franchises. These bonds were underwritten by the North American Trust company, of New York, one of the biggest financial institutions on the Atlantic coast. Since that time Major Bonta has been hunting for a market for the bonds. Judging from his letter above, he has at last been successful.

This is without doubt one of the most important enterprises as effecting the commercial upbuilding of Baker City and all the Inland Empire that has ever been inaugurated on in Eastern Oregon. The construction of this line will bring a tremendous trade to the doors of local merchants and would give a sudden and unparalleled impetus to the development of not only the mineral resources of the country traversed by the road, but also of all the varied industries in Grant, Malheur and Harney counties, which are yet in their infancy, but which already yield millions of dollars annually.