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THE SUMPSTER MINER

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OREGON MINES
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AND READ IT

OCEAN BEACH POPULAR RESORT

Many From Interior Plan- ning to Spend Vacation at the Sea Shore.

Hundreds from eastern Oregon and Washington spent their vacation at North (Long) Beach, Washington, last summer, and it is safe to say that this popular resort of the North Pacific coast will be visited by many more this year than ever within its history. The change from a high and dry interior altitude to the sea level is most beneficial.

The trip on the Willamette and Columbia rivers, out of Portland, is one long to be remembered, the usual heat of a summer afternoon being tempered by a gentle breeze freighted with the aroma of pine trees and seasoned with salt sea air. The scenery includes much that is beautiful. Leaving Portland on one of the Oregon Railroad & Navigation company's palatial river steamers, (the E. J. Potter being queen of river flyers) the excursionist is carried through its harbor, where fly the flags of many nations. The twelve miles on the Willamette river are quickly made, and, after saluting the government lighthouse, marking the junction of the two rivers, the boat swings into the Columbia for the trip down stream. The morning is clear (generally so from June until September), and a magnificent and inspiring sight meets the eye as the sweep around the bend is made—five snow-capped peaks, Mount Hood, Mount Adams, Mount St. Helen, Mount Rainier and Mount Jefferson, looming into view—a sight worth traveling thousands of miles to see. On down the picturesque river, past villages, sawmills, fishing fleets, salmon canneries, perpendicular basaltic bluffs, and pretty side-hill farms, the boat pursues its way. The majestic sweep of the river is awe-inspiring. Gradually the shores grow farther apart and, scarcely realizing that the five hours have been consumed in making the trip, the boat steams alongside the wharf at Astoria.

One hour from Astoria, through the famous fishing waters of the Columbia, past scores of the salmon traps and nets and as many white-winged fish boats, lands the passengers at Ilwaco, on Baker's Bay, where connection for beach points is made with trains of the Ilwaco Railway & Navigation company, whose cars stand on the wharf awaiting the steamer. North Beach, where the surf bathing is unexcelled, at low tide is from 200 to 400 feet wide, twenty-three miles long and so compact that a carriage or wagon scarcely leaves a trace upon it. Scattered along the beach are hundreds of cottages and hotels, in which summer life is an unceasing round of pleasure from the opening

until the closing of the season. The much dreaded "Resort Mosquito" is unknown and no venomous snakes or insects are found. The thermometer rarely goes above eighty degrees in July or August, but light overcoats, fires morning and evening and blankets at night are comfortable during the season.

Rates for accommodations at North Beach points are reasonable and vary to suit the visitor. At European hotels and lodging houses rooms range from twenty-five cents to one dollar a day; at restaurants, meals run from twenty-five to fifty cents; and at the American-plan hotels, the charges range from one dollar a day to two dollars and upward.

Dozens of delightful side trips may be taken from the beach into a country of wild and picturesque beauty, quiet and secluded among hills and forest, with hunting and fishing in native haunts; to the United States Life Saving stations and lighthouses, cranberry farms, oyster beds, salmon fishing grounds and canneries.

For particulars about the trip to North Beach ask the nearest O. R. & N. agent, or send two cents in stamps to A. L. Craig, general passenger agent, Portland, for "Restful Recreation Resorts," which tells all about the Columbia river summering places.

Silver Lake Levee Breaks.

Last Friday the big levee around the U R ranch on the east side of Silver lake broke and totally covered the meadows of that large hay ranch with about three feet of water, which means a loss of the hay crop this year. Gowdy and Egli, the owners of the U R ranch, have gone to considerable expense this spring in building levees around their place, in order to keep the water out, and thought they had it completely under control. As the water has been running out of Silver lake into Thorn lake for some time, and the lake was thought to be at its highest, but the last week of unusual warm weather has swollen the streams that are tributary to the lake and have caused the great overflow at its outlet. Mr. Gowdy says the levee would have held, but the water began to back up from Thorn lake, which made the force of the water too great on the newly made levee.—Silver Lake Oregonian.

Diamonds Found In America.

Diamonds have been found in three regions of the United States, viz., along the eastern base of the Alleghanes, from Virginia to Georgia, along the western base of the Sierra Nevada and Cascade mountains, in northern California and southern Oregon, and that of the so-called Kettle moraine district, of southern Wisconsin. Of these, the Allegheny district has been the most prolific in diamonds, the largest stone found there having weighed slightly less than 24 carats, being known as the Dewey diamond, and was found near Manchester, Va. North Carol and has produced a number of gems of from one to four carats. The California and Oregon stones have mostly

been found in gold placer mining, and mostly small ones, but of much purity. Diamonds of the Kettle district, of Wisconsin, are of comparatively recent find, and it is known that some good sized stones have been found in Wisconsin, Michigan and Ohio, and are extracted from gravels doubtless of glacial origin. The original source of the diamond is presumed to be in the neighborhood of Hudson's bay. There has been no reported find of a real diamond in the United States for some years, and that our vast expanse of country will not some day yield first-water gems in quantity is by no means an uncertainty.—Mining World.

THAT AUTOMOBILE LINE FROM SHANIKO TO PRINEVILLE

Before the first of July, automobiles will be making daily trips over the sixty-odd miles of country between Shaniko, the present terminus of the Columbia Southern railroad, and Prineville, according to B. F. Allen, cashier of the First National bank, of Prineville, who is in Portland for a few days.

"We have long waited patiently in anticipation of the extension of the railroad to a point nearer Prineville than the present, even if the route elected did not bring the track to our thriving city," said Mr. Allen, but now we have decided that our best interest justifies the establishment of an automobile line that will afford rapid transit for passengers, mail and express, and perhaps for some freight; and as the railroad is constructed, the distance will be shortened over which the machines are to be operated.

"To successfully operate the machines, it is desirable to have the roads in the best possible condition, and to that end the work of rebuilding the roads was undertaken a short time ago."—Telegram.

Work at the Equity.

Rev. W. J. Hughes, president and general manager of the Equity mine at Quartzburg, passed through Sumpster today on his way to the property. Plans have been perfected for big development work this summer. The

litigation between the Equity and the Kesytone is still pending, but is having no effect on the first named company's development plans.

Special Excursion to The World's Fair.

The Denver and Rio Grande, in connection with the Missouri Pacific, will run a series of Personally Conducted Excursions to the World's Fair during June. These excursions will be run through to St. Louis without change of cars, making short stops at principal points en route. The first of these excursions will leave Portland June 7th, and the second June 17th. The rate from Baker City will be \$60 to St. Louis and return. Excursionists going via the Denver & Rio Grande have the privilege of returning via a different route. This is the most pleasant way, as well as the most delightful route, to cross the continent. The stops arranged give an opportunity of visiting the various points of interest in and about Salt Lake City, Denver and Kansas City. If you wish to accompany one of these excursions write at once to W. C. McBride 124 Third street, Portland, for sleeping car reservations.

IT WILL BE TO YOUR INTEREST

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