

COVERS  
THOROUGHLY  
THE  
GOLD FIELDS  
of the  
INLAND EMPIRE



EASTERN  
INVESTORS  
IN  
OREGON MINES  
Pay for  
AND READ IT

## SUMPTER SMELTER HAS LEASED BAKER SAMPLER

The Oregon Smelting and Refining company, operating the Sumpter smelter, has leased the Baker City Sampling Works from Bela Kadish. The paper were signed yesterday by Manager Fred D. Fuller, who is in Baker. The deal has been pending for some time. Manager Fuller's idea in securing the lease is to make the Baker City Sampling works a transfer station for the Sumpter smelter. Hitherto the Kadish sampler has handled the bulk of the ores and concentrates from eastern Oregon, shipments being made to Northport, Trail, Everett, Tacoma and Salt Lake plants. The majority of the ores were sent to Northport, Mr. Kadish having a contract with the management of that plant to deliver a certain tonnage. This contract recently expired, and notwithstanding flattering offers for its renewal Mr. Kadish preferred to sign a lease to the Sumpter institution.

This means that the local plant will henceforth handle all of the ore and concentrates from eastern Oregon, including heavy shipments from southern Idaho mines.

It is understood that Manager Fuller will at once assume control of the Baker sampler, placing a crew therein to handle the ore shipments to, and make shipments from, the local plant.

Bela Kadish, owner of the sampler, will shortly leave for Tonopah, Nevada, in company with Fred S. Lack, of Baker City, the latter of whom is senior member of the Lack & Schmitz fiscal agency and brokerage firm of the Queen City.

"It is true that Mr. Kadish and I are going to Tonopah," said Mr. Lack in a recent conversation with a Miner representative, "but both of us will remain intimately identified with Baker county mines."

## SUMPTER SMELTER BUSY INSTITUTION

The Sumpter smelter is a busy institution these days. Copper matte is being turned out with a rapidity eminently satisfactory to the management. The ore bins are kept comfortably filled by nearly a score of teams hauling from various parts of the camp.

Yesterday as high as a hundred visitors from Sumpter inspected the plant, being shown every courtesy by the superintendent and the employees.

Among the ore receipts Saturday was two wagon loads from the Tabor Fraction, a shipment of concentrates from the Imperial and two carloads from Idaho.

## CRANE FLAT DREDGE COST \$40,000 NEW

The big Crane Flat dredge, which Burch & Burbridge, of Spokane, will install on their placer ground near Granite, originally cost \$45,000. Messrs. Burch & Burbridge, bought it for \$11,500. For a time the immense machine was operated by the Northern Gold Mining company, on Beaver creek, below Delta, in Northern Idaho. After many trials it was found that the Beaver creek ground could not be profitably operated by dredge. The affairs of the company became involved and several attachments were levied on the machinery. Before Burch & Burbridge could purchase the costly apparatus it was necessary for them

to satisfy attachments against the company.

There are two other dredges in the Delta country. The Mascot Gold Mining company has one on the old townsite of Delta, which is believed to be the most successful of the three. The Delta Mining company is the owner of the third dredge.

Mr. Burch is now at the Crane Flat diggings, making arrangements for installing the dredge. Endeavors will be made to haul the ponderous machinery before the fall rains begin. If delay is met with, it will be necessary to await the coming of snow to effect transportation.

On the Crane Flat diggings the dredge can be operated for eight months in the year.

The grading for the pond for the dredge will require the moving of 5,000 yards of gravel. The excavation is to be 350 feet long, 125 feet wide and eight feet deep.

## \$10,000 DEAL ON BIG CRACKER IS CLOSED

A. P. Smith, representative-elect from Baker County to the state legislature, has taken a bond and lease on the Emma mine, near the Mountain View, on Big Cracker creek. The papers were signed in Sumpter today. The purchase price named in the bond is \$10,000. Mr. Smith will start work tomorrow, having employed a force of miners in Sumpter. The owner of the Emma is Aristo Knapp, of the National mine, one of the steady shippers from the north end of the mother lode. The property adjoins the Mountain View

and Esmeralda, both of which properties display rich ore. A shaft on the Emma is in solid ore worth from \$8 to \$105 per ton. Mr. Smith, who is an expert miner, believes the Emma carries the Mountain View vein. He will sink the present shaft to as great a depth as hard work will allow and will then install a hoist. The ore taken out in sinking will be sacked and shipped to the Sumpter smelter.

"It's hard work to find unemployed miners in Baker county," said Mr. Smith to a Miner man today. "Over in Colorado, from which state I returned last week, there are enough unemployed men to run all the mines in the Northwest. One of the things which makes Oregon so attractive to mine operators is the absence of labor troubles."

## TELLURIUM FROM THE MAYFLOWER

Dan Stalter, general manager of the Mayflower group of mines near Susanville, operated by the Heppner Gold Mining company, a close corporation composed of Morrow county bankers, merchants and sheepmen, is in Sumpter today, en route to the property from a trip to Baker City. Manager Stalter last week shipped a wagon load of Mayflower ore to the Sumpter smelter. His returns were excellent.

On October 10 Manager Stalter will close down the mine for the winter. Next spring work will be resumed with a big force of men.

Mr. Stalter exhibits some beautiful specimens of tellurium and free gold are from the Mayflower group of fifteen claims.

Mr. Stalter was a terrible sufferer from the historic Heppner flood, having lost a wife and six children.

## DISOLUTION OF RED BOY COMPANY

Alexander Prussing, reorganizer of the Red Boy, who is now at the mine arranging for early resumption of operations, will return to Baker City, this week in time to be present at the scheduled meeting of old and new company stockholders, at which the final steps will be taken to dissolve the old Red Boy Consolidated company and reincorporate along new lines. At the meeting a manager will also be elected. John Thomsen, ex-receiver of the Red Boy, and president of the May Queen mine, is acting as temporary manager, pending the selection of a permanent officer. It is understood that the position will again be offered to Mr. Thomsen. Stock in the new company will be allotted to holders of old Red Boy Consolidated certificates at a valuation to be determined by the directors.

A rumor is current to the effect that the Cracker-Oregon will reopen sometime during October.

## UNCLE SAM BOSS OF KILLAMAGUE

Because Killamacue lake is inside the limits of the Baker City forest reserve; because a company began the construction of a reservoir to impound the water for irrigation purposes without first obtaining permission from Uncle Sam, a special land agent hiked all the way from Washington last week and ordered all hands off the dump. And then a yard or so of red tape was unwound, application was made through the multitudinous channels of the circumlocutionary office, imperial permission was granted, and work was resumed yesterday. All of which is a reminder of the Irishman who was suddenly elevated to the proud position of section foreman. Next morning the section crew put the pump car on the track and waited for the new boss. He appeared and thundered:

"Who put that pump car on the track?"

Tremblingly his fellows admitted the terrible impeachment.

"Take it off!"

They did.

"Put it back!"

"T'was done."

"O'll show ye who's boss here," yelled the forman.

## An Ancient Aerial Tramway.

Aerial tramways as now constructed are of comparatively modern origin, dating from 1834, when the German engineer, Oberbergrath, Albrert, invented and introduced the tramway practically as we now know it. Yet it is more than possible that Albert knew of the ancient appliances for similar purposes and that he but improved upon an idea received from the reading of some old book on engineering.

It is certain that the aerial tramway was used in very ancient times and here and there in old writings a hint or suggestion is to be found bearing out this statement. That the tramway was used over 250 years ago is made certain by the illustration given herewith and for which we are indebted to Messrs. Broderick & Bascom, the manufacturers of wire rope tramways. This tramway as built by Adam Wybe, for delivering dirt, from a hill, over the town moat of Dantzi to the fortress, in 1644. This illustration is taken from a wood cut in an old German chronicle.

This may be taken as another example of the truth of the saying by the old Hebrew philosopher that there is "nothing new under the sun." Many text books on engineering ascribe the design of aerial tramways and wire rope to the early part of last century. We now know that these tramways were used centuries ago and that a long piece of wire rope was found in the ruins of Pompeii.

A shipment of pipe and fittings for the Blue Bird mine, near Granite went out from the Basche-Sage Hardware company Saturday.