

RAILROADS IN OREGON

Railroad lines to interior Oregon points are expected as a result of the present strained railroad situation. This is the opinion of Portland railroad officials, declares the Telegram, none of whom permit themselves to be quoted. Rumors of continued war, which up to the present time has been waged solely with weapons of finance, come West from Wall street, and it is daily expected that effects will become noticeable in the Northwest, which appears the object of battle. In the past, absence of building operations has, it is claimed, been due to the existence of a compact. With this compact rendered ineffective through change of interests, work is expected.

That central and southern Oregon afford the largest and most profitable area of country in the Northwest at the present time untapped by railroads, is admitted. Rich agricultural and grazing districts are cut off from outside communication except by the primitive methods of teaming. Industrial experts and railroad men do not hesitate to predict that with a railroad, or with several spur lines tapping this district, the population of Oregon would double within a short time and the wealth of products would be largely multiplied. It is now believed that, unless present railroad hostilities cease, the coveted spur lines will be built.

It has long been an open secret that the Harriman interests have refrained from building new roads or extensions of present lines under a complete understanding that competing systems should do likewise. This agreement followed a building boom five years ago, which resulted in the Snake River Valley cut-off, a move that found a counterpart in the purchasing of right of way by the Northern Pacific for a distance-saving line from Lewiston to Wallula, cutting off the Spokane haul.

Since the inception of this agreement it has been practically impossible to interest the Harriman syndicate, which exclusively controls all lines in Oregon, with the exception of a short Northern Pacific mileage and the pigmy Sumpter Valley, in extensions. Evasive answers have been given to appeals and promises have been made, but yet remain unfulfilled. Meantime central and southern Oregon have gone on without railroad connection, and business, which with rapid transit would come to Portland, has been diverted to San Francisco because of easier travel for teams in that direction. Now, with the railroad interests fighting among themselves, it is the hope of residents of the isolated district, as well as those engaged in business in Portland, that something will be done to relieve the situation.

"Lack of railroads is holding Oregon back," has often been said. That this condition will no longer exist is the hope of and belief of those who are watching the financial battle being waged between the Harriman interests, Gould and Rockefeller against James J. Hill and J. P. Morgan, his backer.

Twenty one men are working at the Badger.

BUSY FORCE AT MONUMENTAL

C. J. Allen, of Portland, one of the owners of the Monumental mine, fourteen miles from Sumpter, came up from his Webfoot home today and drove out to the property, where eighteen men are employed in reopening the property and placing it again in the list of producers. The Monumental was the first quartz mine opened in the upper camp, and in the 80's yielded heavily in silver, being the only producer of the white metal in the Blue mountains.

Rich ruby silver ore, assaying from \$25 to \$400 per ton, is being sacked from the lower tunnel for shipment to Sumpter. Abandoned stopes are being cleaned out, and in one instance a fine body of ore has been exposed.

In the upper levels increased gold values are being encountered. The present mill, which is arranged for roasting, dry crushing by stamps, re-roasting and pan amalgamation, will shortly be almost entirely dismantled and by stamps for wet crushing, plate amalgamation, jig concentration, and cyanide.

A Tennessee syndicate recently acquired a working interest in the Monumental, paying, it is said, \$60,000, the full sum to be expended in reopening the property under the supervision of Mr. Allen, who is an old Cripple Creek operator.

BUILD MUCH NEEDED ROAD IN CABLE COVE

Civil Engineer Frank Hobson and Barney Flynn are up in the Cable Cove district surveying a route for a wagon road from the Overland mine across the divide and down to the Constellation group in Big Limber gulch. The route will go via the Owl and Elephant, if that company decides to share the expense; otherwise, otherwise.

The plan is to build the road this fall and have it apply on assessment work for the mines that will be benefited thereby, which the law allows. Besides the mines mentioned, the road will be an outlet for the Gipsy King and Queen, and by extending it a half mile, will reach the Golden Rule. All of these properties have more or less ore that can be profitably shipped to the smelter here when this road is built, but none of them can do so until then, as it will not stand the expense of packing from one and a half to two miles over the steepest, loftiest summit in the Blue mountains.

This is one of the wisest moves yet made in mining matters in that district and L. V. Swiggett is credited with putting the scheme into operation. Down in that gulch is found the richest ore in the district, and several of the properties will develop themselves after transportation is provided.

The Rockefeller group, in the Greenboras, owned by Portland men, is stopping ore for a test run at the I. X. L. mill. If the saving by amalgamation and concentration is satisfactory a stamp mill will be erected in the spring.

CHEAP MINING IN OLD MEXICO

John B. McManus, on of Ex-State Senator John E. McManus, of Seattle, passed through Sumpter this morning, en route to Vincent creek, in the Bonanza district, where he is heavily interested in mining properties. He recently returned from Mexico, where he and his father acquired a group of producing silver-lead mines.

"Mexico is undoubtedly the cheapest country on earth to operate mines. Native laborers draw fifteen cents per day in our money, which is equal to thirty cents per day in Mexican money. We are sinking a new shaft on our property down there, and the work costs less than \$1 per foot. We adjoin a property which is outputting 13,300 tons of ore per day. The camp numbers fully 1,000 souls, and the miners are the dirtiest, greediest and most unreliable lot of men on earth."

Mr. McManus' trip to eastern Oregon at this time is to arrange for winter work on the Helma group, in Grant county.

ALPINE OFFICERS MUCH PLEASED

Messrs. C. R. Talbott, J. F. Dietz, Thomas Lee and W. Gibson, of Cincinnati, came in from the Alpine mine last evening and left for home this afternoon, accompanied as far as Baker City by Superintendent Dick Addoms.

These gentlemen own a controlling interest in the Alpine company, and are also stockholders in the Baby McKee. When on their way to the mine a week or ten days ago, to inspect the property, one of them said in conversation, and his statement was endorsed by the others:

"If this Alpine proposition pays; that is a reasonable interest on the investment, we can get all the money for development of eastern Oregon properties that we want. There is plenty of money east looking for investment, but it is a trifle shy of mining, though tempted to take the venture. Convinced that it is a safe investment, as well as the most profitable, as you fellows out here claim, when it does pay, and there will be a flood of money turned in to that channel."

Today the party, individually and collectively, expressed perfect satisfaction over the way things are going up at the Alpine. Development work will be continued and the mill operated all winter.

Superintendent Addoms said: "We are dropping only ten stamps at present, experimenting on the ores. The mill is saving a satisfactory percentage of values, considering the short time it has been running; but it can be improved and more values saved. We have already made one or two minor changes that are working good results. When perfection is approached, the other stamps will be released. The gentlemen from Cincinnati are as good people for this country as ever invested a dollar here. They are level-headed business men; no quitters, and are sure to win out and make big money."

SAYS COUGAR DEAL IS A GO

J. W. Larkin, one of the owners of the Cougar mine, near Granite, passed through Sumpter today on his way to Spokane. He still suffers from the effect of a recent runaway accident, in which he suffered a broken bone and two fractured ribs. At the time of the accident Mr. Larkin and Mr. Rausford, a mining engineer from New York, were returning from an examination of a group of claims on Buffalo mountain. While descending a steep declivity the team became unmanageable and started for the bottom at the rate of a mile a minute, according to Mr. Larkin. The tongue fell, striking a root and precipitating the occupants of the buggy about fifty feet in the air.

Mr. Larkin, in conversation with The Miner man this morning, said that the pending deal for a sale of the Cougar mine to an eastern syndicate bids fair to be consummated at an early day. An option has been given to the Spokane representative of the syndicate, and a second payment has been made as an evidence of good faith.

The Cougar is equipped with a 250-ton cyanide plant. A good force of men is doing special development work.

"While the Cougar deal is not yet closed," says Mr. Larkin, "I have every reason to believe that it will soon be."

Work at the Esmeralda will continue all winter. Supplies have been taken in.

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