SUMPTER-BOURNE ROAD

When the engineers employed last summer to re-survey the Sumpter-Bourne railway line between the Killen, Warner, Stewart company's original estimate of probable cost, placing the figure at a matter of a million dollars, Mr. Killen, somewhat surprised at the magnitude of the undertaking, inquired:

"Isn't it possible some way to cut down that estimate?"

"Certainly, sir," answered the chief engineer, "I can cut it down to any figure you desire; but this is the only estimate I will sign my name to."

Mr. Killen explained that the engineer had misinterpreted him, to simply desired to know if the projected road could possibly be constructed for less money.

"No sir," said the engineer that estimate, in detail, is now on route from Chiloqu in Sumpter, Mr. Killen having wired for it last week. It is expected to arrive tomorrow or Friday.

The work was done by Messrs. J. John, Glenn, and Fuller, assisted by a citizen meeting Sunday night, and will go over the figures contained in the estimate, verify their accuracy, and will then solicit subscriptions locally to $30,000 worth of bonds, as the terms of the Killen, War- ner, Stewart company's offer, as outlined in yesterday's Miner.

Clyde A. Jones, chairman of the committee, in conversation with a Miner reporter last evening, said that personally he believed the estimate fairly conservative. He pointed out that when the original survey for a railway from Sumpter to the Columbia Creek district was made, the proposed upper terminal was at Hanser, five miles up the creek. This route was purely a water grade, an estimate of its probable cost was placed in one instance as low as $25,000.

When last summer, the K. W. B. company took up the proposition of constructing Sumpter with the Pacific up the canal by a rail line, they entered the original enterprise to locate Sumpter as the upper terminal, with a switchback leading directly to the K. W. B., the canal over the hill to the basin between the Columbia and Gulchon mines, with switchbacks up to both of these properties, the North Pole was felt to be on the main from Hanser to Sumpter, the object was to build direct to the ore beds, and also to attain such an elevation as to permit of a future extension on into the Silver Creek and Cable Creek districts.

These familiar with the Columbia Creek and Id Silver Creek water courses realize, no doubt, that a railway direct from Hanser up Hil- liewood, requiring a heavier gradient out of the grade, approximates to the grade above Powder, passing half way on the right side of the road. Even Ous to the Columbia base, gains a still steeper elevation, so that when the Columbia Creek mines are in production, the heavy shippers as the E. & E., but their saving would be in equal ratio.

It is, of course, true that this tremendous saving in freight charges would be a magnitude too sub- tracted from local circulation scores of benefits operating between Sumpter and Columbia Upper terminus, and would at least be deprived of no opportunity. But it must be borne in mind that the railway would be more than counter-balanced by the fact that the railway could contribute to the development of innumerable small new shipping mines, an increased output from the larger ones, and the consequent employment of more men, who would mean a larger payroll, the purchase of more sub- stances from Sumpter store, and, therefore, more money in local circulation.

It is the aim of the railroad committee to secure the largest part of subscriptions to the $30,000,000 worth of bonds from the mines on the upper end, after which, at Halfway, which point it begins to rock the mountain side and wind its way along the alluvialian terminal at Sumpter. Deep rock cuts, high walls embankments, bridge work, etc., are some of the engineering difficulties encountered in this district, to the cost of constructing such a grade over the cost of constructing a railroad along the alluvialian of the Powder to the basin of the canyon, and the more than double miles of railroad as the cost of buildings on the mines will be at par, and at all times they will be negotiable future assets. As a single-minded investment these securities are pro- posed of attractions.

Locally, of course, merchants and business men will reap an inestimable benefit from the construction of such a railway. These benefits are of too obvious a nature to need comment.

Upon receipt of the engineer's detailed estimate the committee will begin its campaign for subscriptions.

Robert E. Strasen's offer to sub- write for $1000 work of text in the Sumpter Bourne railway enter- prise caused a local mining man to say last evening:

"This man Strasen is, in my humble estimation, to be one of the very nearly one of each of those character- istics which make a good edit- or. Without mine of brass, that are no coined lights and with no press agent, he has quietly done as much to build up the city of Sumpter as any man on earth. He has provided this town with a modern and up-to- date water works and electric light system, and is always in the front ranks of progressives, public-spirited citizens. He subscribed $100 to help the Sumpter Ore Mining Chronicle and now comes forward with a $1000 subscription to the railway project. If all this doesn't spell good goods, I don't know what does."

"I'll just raise R. E. Strasen's 2500," said Raymond H. Boll to a Miner representative today, in speaking of Mr. Strasen's public spirited liberality in offering to subscribe for $1,000 of the Sumpter-Bourne railroad bonds. "I want to see that road built myself," he continued, "and am prepared to take a part in buying and so make it work for $1250 of its bonds. It is what Sumpter needs to save Sumpter's dry rot and it behooves us all to get in and drill."

A mining man, in speaking to the writer regarding this proposition a few days since, said that although bonds given in Sumpter for the line, some columns some days since regarding the money which the shipping mines will save on transportation charges is a very convincing argument to induce men from all parts of the state to invest, especially logging, could be secured and the coal sold saved by shipping in timber and slabs wood, with reasonable freight rates the last price. Since wood is all right for logging and can be bought here in Sumpter for a small fraction of what it costs to get it out in the hills. This would be a great benefit to the smaller mines, those that are being developed and have a sawmill, with the more extensively operated mines. Build that road, and build it 1905.