

SUMPTER-BOURNE RAILWAY ASSURED

Six thousand, six hundred and eighty-five dollars subscribed in less than twenty minutes.

That's the Sumpter spirit.

The Sumpter-Bourne railway is a no.

The mass meeting of citizens in the lobby of Hotel Sumpter last night "clinched" the proposition.

Every representative business and professional man in the city was present. They came forward and subscribed liberally to the \$20,000 worth of railroad bonds to be offered by Killen, Warner and Stewart. The amount subscribed far exceed the expectations of the soliciting committee.

- The subscriptions were as follows:
- Sumpter Lumber company, by Seymour H. Bell, \$1250.
 - R. E. Strahorn, \$1000.
 - N. C. Richards, \$500.
 - Cato J. Johns, \$500.
 - Geiser-Hendryx company, \$1000.
 - Sumpter Meat company, \$250.
 - W. R. Hawley, \$250.
 - Charles Starr, \$100.
 - Clark Snyder, \$250.
 - Joseph Schwartz, \$250.
 - Charles Gee, \$50.
 - C. P. Holly, \$100.
 - J. R. Van Winkle, \$25.
 - Dudley Newton, \$25.
 - B. L. McLain, \$25.
 - S. H. Sumers, \$25.
 - H. J. Lyon, \$50.
 - F. P. Baupaugh, \$25.
 - J. F. Lane, \$100.
 - Fred Fontaine, \$25.
 - Byron Weatherford, \$25.
 - P. D. Estes, \$10.
 - Case Furniture company, \$250.
 - W. M. Sullivan and brother, \$100.
 - F. P. McDevitt, \$25.
 - George E. Allen, \$100.
 - C. H. Chance, \$50.
 - J. B. Fryer, \$50.
 - W. E. Hurd, \$100.
 - W. H. Gleason, \$100.
 - J. W. Duckworth, \$25.
 - Herbert L. Davis, \$25.
 - J. E. Wessberg, \$100.
 - Total, \$6760.

The meeting was called to order by Mayor W. H. Gleason, chairman of the soliciting committee, appointed by a recent citizens' meeting. Cato J. Johns, a member of that committee, briefly outlined the purpose of the mass meeting, which he said was to ask the people of Sumpter to subscribe ten thousand dollars worth of bonds in the Sumpter-Bourne railway enterprise. He explained that the mine operators of the Cracker Creek district had virtually agreed to subscribe \$10,000, and that the balance of the \$20,000 demanded by the Killen, Warner, Stewart company must be secured from the city. With the aid of a wall map of the proposed line he explained the route of the road, pointing out its close connections, by means of switches and spurs, with all the big mines of the Bourne camp. He read a letter from D. L. Killen, president of the K. W. S. company, in which the cheerful information was contained that the whole proposition was up to the citizens of the Sumpter district; that the eastern end of the line was ready to go ahead, as

soon as local men subscribe for \$20,000 worth of the bond issue. Mr. Johns eloquently described the advantages and benefits to be derived from such a railroad and said that personally he would do everything in his power to help the project along, both with work and money. He invited everybody present to step up and sign the subscription list.

Seymour H. Bell followed with a straight-from-the-shoulder talk. He said that while he had some objections to the route of the road and was not entirely satisfied with the promoters' plans for building it, still the enterprise was so important that he was willing to forego his personal feelings and join in the project. He thought the road too highly bonded and somewhat over-capitalized. "but," said he, "we want the road, and we want it so bad that I am willing, on behalf of my business associates in the Sumpter Lumber company, to sign the list for twelve hundred and fifty dollars."

Committeeman Johns again took the floor and pointed out the utter fallacy of the arguments being advanced by opponents of the railway enterprise, who are saying that the line will do harm to Sumpter, in that it will throw four or five hundred teamsters out of employment. Mr. Johns said that he helped survey the Sumpter Valley railway from Baker City to McEwen; that he drove the first stake on that line; that the people of Baker City kicked against the project, on the ground that it would deprive that town of much revenue derived from teaming and freighting by wagon. Mr. Johns deprecated this narrow-minded view of the matter, and concluded by saying that in Baker City, two years after the Sumpter Valley road was in operation, there were ten teams working where there had been one before. "The whole country was opened up by the railway," said Mr. Johns, "and in the case of the Sumpter-Bourne road history will repeat itself."

"I overheard Manager Fuller, of the smelter, say the other day, that with a freight rate from Bourne to Sumpter of \$1 per ton, and with a treatment charge of \$5 per ton, the Cracker Creek district would produce 200 tons per day at a profit. Think what that would mean—hundreds of additional workmen working at good wages, more men working at the smelter, more children at school, more business in Sumpter, more wealth in the whole district."

J. W. Ball, manager of the electric light and water company, said that the head of his firm had already voluntarily offered to subscribe \$1000 toward the railway enterprise. He thought that was pretty good. The applause which followed his speech showed that the meeting thought so, too.

N. C. Richards thought that the estimated cost of the road was reasonable, and that the bonds were a good investment aside from any consideration of public-spiritedness. He believed that the spending here of

\$200,000 in construction and equipment of such a road would mean more profit to local merchants than the amounts they were called upon to subscribe.

Harry T. Hendryx said the road would be a big thing—the best thing for the camp that ever happened. "I am willing to help the project along to the utmost extent of my ability. I will subscribe as much, perhaps, as any other individual Cracker Creek mine operator," he said.

Committeeman Johns explained that Mr. Hendryx had been classed by the committee as a citizen of Sumpter, and that he would like to have the gentleman's name down on the city list. Mr. Hendryx came forward and signed for \$1000, amid loud applause.

Joe Stenuff, manager of the Sumpter Meat company, said that his company would undoubtedly subscribe liberally, and that personally he would put his name down for \$250. He did, and there was more applause.

Clark Snyder said the road would be the salvation of Sumpter, and ordered the chairman to sign his name for \$250.

Joe Schwartz, W. R. Hawley, Charles Starr, the Case Furniture company, and all the rest whose names appear on the above list, flocked to the table and signed for amounts ranging from \$10 to \$250.

Committeeman Johns told of the liberality of Fred R. Meills, of Baker City, who had voluntarily offered to subscribe for \$100.

During a lull in the proceedings, W. E. Hurd, the Greenhorn mountain mine operator, heaved his huge bulk from a chair, and said: "This road won't aid me very much, because I am on the other side of the hill. But just to show you that my heart is in the right place, I will sign for \$100." The best applause of the evening greeted Hurd's offer.

J. P. Holland refused to sign until he had considered the matter. Captain Davis, the artistic sign painter, said that while he was not particularly interested in the road, further than as a citizen of Sumpter, still he thought the project a good thing for the town and for the whole camp. "I will subscribe for one fifth as many bonds as Holland. Now, it's up to him." Capt. Davis later went down for \$25.

On motion of Bell, a committee of three, consisting of Cato Johns, Charles H. Chance and himself, was appointed to raid Wessberg's cigar store and drag in every man found playing poker or squaw hearts and make them sign the list. The committee returned presently and reported that the birds had flown, but that Ed. Wessberg had put his name down for \$100.

On motion of Richards the chairman named two special committeemen to assist the old soliciting committee among the mines, and to aid in the city subscriptions. The new committees now stand:

Mines—Cato J. Johns, Clark Snyder and James A. Howard.

City—R. L. Neill, G. M. Love and E. P. Bergman.

A motion to adjourn prevailed. Committeeman Johns said this morning that the balance of the \$20,000 will be subscribed by tomorrow night. "I think the smelter will go down for \$2000 and the Busche-Sage Hardware company for at least \$500. This will leave but \$815 to be raised among the smaller merchants of the city and among saloon men. I anticipate no difficulty in raising the \$10,000 allotted to the mining men of the upper camp. In fact, I have promises of that amount, which

promises were contingent upon Killen's acceptance of the demands for more switches and spurs. As the demands have been acceded to, the way is clear sailing."

RAILROAD SUBSCRIPTIONS

CONTINUE TO POUR IN

Subscriptions to \$20,000 worth of Sumpter-Bourne railway bonds continue to pour in.

The city soliciting committee, appointed at Thursday night's mass meeting, consisting of Messrs. Dick Neill, G. M. Love and E. P. Bergman, made the rounds yesterday and brought the total city subscriptions up to \$8260. The sum required of the city is \$10,000. The committee resumed its work again this morning.

The following signed today:

- E. L. Manning, \$25.
- Mrs. J. J. Sturgill, \$25.
- Mercer Drug company, \$25.
- Morg & Bunker, \$25.
- Melvin Clark, \$25.
- Sumpter Steam Laundry, \$25.
- H. H. Dufort, \$50.
- F. C. Brodie, \$50.
- James Myers, \$100.
- Guy L. Lindsay, \$100.
- B. H. Griffin, \$50.
- John Arthur, \$200.
- Pearce & Anderson, \$100.
- Bergman & McWatty, \$100.
- E. E. Hauser, \$100.
- C. K. De Neffe, \$100.
- J. F. Melton, \$50.
- F. McDonald, \$50.
- Gagen & Riley, \$50.
- George Love, \$100.
- Neill Mercantile company, \$100.

The Sumpter smelter's subscription was left to the last, as manager Fuller is expected to sign for such a figure as will bring the total to the required sum.

The saloon men surprised the committee with their liberality. It was expected that the smelter would have to be asked for at least \$2000. The local dispensers of wet goods, who see in the construction of the road a big thing for this town, signed for larger figures in many instances than the committee had been led to suspect.

The "Sumpter spirit" is working over time.

One handsome contribution was that of John Arthur, superintendent of the Imperial mine. The Imperial Mining company appears on the soliciting committee's list as classified with the upper camp mine operators, who are expected to subscribe \$10,000. Mr. Arthur's subscription of \$200 was individual.

By tonight the committee expects to be able to wire Mr. Killen, president of the Killen, Warner, Stewart company, fiscal agents for and promoters of the road, who is now in Denver, to the effect that the required amount has been subscribed.

Graud total in the city up to noon today, \$8260.

Waters Defeated at Grants Pass.

Watters, the well known Sumpter rock driller, was defeated one day last week at Grants Pass in a single-handed rock drilling contest with Savage, the champion of that region. The winner went down 30 inches and Watters made 26. They were drilling for \$100 a side. Several days previous, the contest was declared off, because Savage broke three drills.

The finest lines, the neatest patterns of wash goods ever shown in the county, at Johns' store.