Washing on the Marshal.

F. O. Buxton was in town last Thursday, from the Marshal group. He finished putting in two large sluice boxes, the latter for which he was hauled by hand over soft snow for a distance of more than a mile, which he pronounced to be the hard set work he ever did, or proposes to do again. He and Frank Muzzy had been washing for two days before he left, shovelling off the slate in pieces. They have made arrangements with Fred Smith, of the Snow Creek, to have their reservoir filled at night from his ditch, as he will not pip all night, and in this way will extend the hydraulic season to two months and hope to make a big cleanup. As has been stated before, in these columns, the Marshal presents a peculiar proposition; the ground being washed seeming to be decomposed ledge matter. The sluices have been arranged so that this ledge, which is clearly defined and passes rich along the surface, can be stripped with gashes for a distance of 300 feet.

MINING NOTES.

Copper exports for the month of March amounted to 26,000 tons. This is the best showing since last November.

The Baker City Development League is preparing to use 25,000 pamphlets, descriptive of the various resources of Baker county.

Tom C. Gray, general manager of the Valley Queen mine returned to the property Friday. It is officially announced that a hoisting plant will be installed at the Valley Queen this spring.

The discovery of carbonate ore at the depth of 850 feet in the Junction at Butte, Arizona, and of oxide at 1,100 in Lake Superior, are among the startling developments connected with these camps.

That over 40,100 acres of state school land in the region of the Blue Mountain forest reserve were bought in November and December, 1900, by means of fraudulent applications and perhaps by the use of names of fictitious persons, is charged by State Land Agent Oswald W. Gray.

The Dixie group, about one-half mile from Weatherby, has opened a vein from 20 to 24 feet wide, that averages $12 per ton. The ledge is a gold proposition and free-stilling. A large amount of open work has been done on the surface, besides 70 feet of tunneling has been completed. A flattering offer for the property has been received from eastern parties and the management feels quite confident over the outcome.

If Your Are Not Particular.

Don't travel over the Illinois Central, as any old road will do you and we don't want your patronage, but if you are particular and want the best and mean to have it, ask the ticket agent to route you via the Illinois Central, the road that runs through solid respectable towns to St. Paul, Omaha, Chicago, St. Louis, Memphis and New Orleans. No additional charge is made for a seat in our reclining chair cars, which are fitted with lavatories and smoking rooms and have a porter in attendance in each car. Rates via the Illinois Central are the lowest and we will be glad to quote them in connection with any transcontinental line.