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GOLD FIELDS
of the
INLAND EMPIRE



EASTERN
INVESTORS
IN
OREGON MINES
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AND READ IT

SAYS S. V. RY. IS TRYING A BLUFF

These are not the words the gentleman used, and they are therefore not quoted, but the following facts are substantially as reported to The Miner by one who makes close guesses on all such propositions:

Either the Sumpter Valley railway company hankers for a good-sized bonus in the shape of free right-of-way and terminal facilities at Prairie City, or else there are certain engineering difficulties which militate against the constitution of that town as a point on the main line of the John Day extension.

The announcement, evidently inspired, has been promulgated that the extension will leave Prairie City to one side, that Thompson hot springs will be the next terminal point; that the latter place is in the heart of a commercial body of timber, which, as everyone knows, is exactly and solely what the Sumpter Valley road is after; and that a boom will be started at Thompson hot springs for the sale of town lots, even as at Whitney and Tipton.

By the knowing ones all these things are set down as threats against Prairie City property owners, who appear to be slow in turning over their town to the Sumpter Valley company. Unless concessions are granted, speedily and with open handed generosity, it will be Prairie City to the limbo of unmapped towns and Thompson hot springs will be made the commercial metropolis of the John Day country, with a big possibility of becoming county seat of Grant county.

Just why Prairie City is slow to realize upon which side its bread is buttered, is explained by the suspected fact that it is already tied up to the Bonta railway, in the promotion of which the Cleaver brothers, owners of the Prairie City townsite, were and are instrumental. It is understood that the Cleavers, prior to the departure of Major Bonta for New York, whither he went to finance his electric road from Baker to Prairie City, gave to the latter enterprise an exclusive franchise option, which is still in force, and during the life of which no other grants to competing lines can be given. Until Bonta either succeeds or fails in financing his project, the door of Prairie City remains locked against the Sumpter Valley road. If the latter line can find a key, the problem of control of interior traffic is solved.

That the Sumpter Valley people are exerting every effort to break into Prairie City, and incidentally to secure important grants of land for terminal facilities is evidenced by the fact that the above-mentioned inspired announcement deals diplo-

matically with the county seat question. It is one of the dreams of Prairie City to become the county seat of Grant county. Last year a campaign was inaugurated, but mysteriously lapsed. If, by becoming a terminal of the Sumpter Valley, the town can secure its coveted court house and county jail, it would be the policy of wisdom on the part of Prairie City property owners to cough up without question. The threat from the Sumpter Valley people to make Thompson hot springs a terminal and the county seat is causing the citizens of Prairie a whole lot of sleeplessness.

At the same time, the conclusion is unwarranted by the facts of this story that the Sumpter Valley's talk about terminals is all a bluff. There are no terminals on the Sumpter Valley line except Baker City. Once McEwen was the other end of the line, then Sumpter, later Whitney, still later Tipton. Next it may be Wright's station, then Thompson's springs, then John Day, then Canyon, then the jumping off place. Just so long as the railway company finds it's possible to sell lots in new towns, and just so long as new bodies of timber attract extensions, just that long will there be no southern terminals for a longer period than required to complete plans for another dinky move.

Ostensibly the Sumpter Valley's "John Day" extension is bound for Burns, which, in the company's articles of incorporation, is named as an objective point. Between Tipton and Burns there are many feasible townsites and much good timber, so that the club being held over Prairie City's devoted head appears to be stuffed with idle promises.

In the meantime, the Prairie City County Seat association is holding meetings, preparatory for the fight in 1906.

MONTESUMA TO SHIP TO SUMPTER SMELTER

Warren Cable, formerly with the Adeleue mine, has taken the management of the Montesuma Gold Mining company's properties on McCully fork, six miles above Sumpter. The Montesuma is controlled by a Port Arthur, Canada, company, a majority of its stockholders being interested in the Bunker Hill, adjoining.

Manager Cable, who departed this afternoon for Baker City, to return tomorrow, announced to a Miner reporter that ore will at once be sacked at the Montesuma for ship-

ment to the Sumpter smelter.

"We have a magnificent surface showing," he said, "and an adit level has opened a shoot of ore, which with careful sorting, will pay to ship. I shall shortly drive a new tunnel lower down, when it enters the payshoot, will enable us to ship a heavy tonnage."

Mr. Cable also announces that the Sherbrooke, P. Q., owners of the Bunker Hill are preparing to resume work.

TWO LUCKY FRANKS OWN RICH PROPERTY

Frank O. Bucknum, joint owner with Frank Muzzy in the rich Marshal group of claims, four miles from Tipton, is in Sumpter today, buying provisions and arranging for a winter's work. It was related in Saturday's Miner how Mr. Muzzy visited the property last week; how he was present when four feet of the surface of the vein was sluiced off; how, with a pocket knife, he scraped from a short section of the sluice boxes about two ounces of wire gold nuggets, and how he left an unknown quantity untouched.

Today Mr. Bucknum says he will cleanup in a few days. He has stripped the surface of the ledge for a width of twenty-five feet, and will at once begin taking out ore. The surface of the vein is badly decomposed quartz, shot full of wire gold. The ledge has been traced for 1,000 feet, openings having been made at intervals.

The vein was discovered by Mr. Bucknum while searching for the source of the placer gold taken in paying quantities from the gulch below. Above the point where the Marshal vein was found, the placer ceased pay.

FREIGHT TO THUNDER 10 CENTS A POUND

Mike Mahoney, of Gold Center, and Buck Gulch, returned this morning from Baker City, where he was called to meet George McCarty upon the latter's return from Thunder Mountain.

"McCarty says the Dewey mill has been running steadily all summer," said Mr. Mahoney, "and that about 100 men are on the payroll. This would mean that the mine is paying, because I have never yet heard of a stamp mill being run for fun."

"Everything has to be packed into Thunder Mountain and costs ten cents per pound. McCarty owns a pack train."

Letson Balliett, dethroned mining king and ousted general manager of the White Swan mine, has lost 300,000 shares of stock in that property through delinquent sale thereof. An assessment was levied against all treasury stock and Balliett failed to ante.

BIG CRANE FLAT DREDGE ARRIVES

Yesterday two carloads of machinery for the Burch & Burbridge Crane Flat dredge arrived at the Sumpter depot of the Sumpter Valley railroad from Delta, Idaho, after being transhipped at Baker City. This morning two other carloads arrived and the remainder of the shipment is due Monday. The big dredge, which was made by the Risdon Iron works for a north Idaho placer mining company, originally cost \$45,000, although it was purchased second hand by Burch & Burbridge for \$11,500. It is a bucket dredge of 2,000 yards capacity.

A platform for unloading the machinery is being erected opposite the Holland Commission company's warehouse, and the work of unloading will begin Monday. If the present weather holds out, the machinery will at once be hauled to the Crane Flat diggings and assembled in preparation for early spring work. If, however, the roads become too heavy for hauling before winter sets in, the machinery will be stored here and hauled over snow roads.

Six four-horse wagon loads of heavy timbers were hauled from Sumpter to Crane Flat during the week, for use in building the frame work of the dredge. A. Burch is superintending all these moves personally.

A. W. Ellis, of Sumpter, has nearly completed his contract for excavating the dredge pool.

Last Excursion to World's Fair.

The demand for sleeping car space in the Denver & Rio Grande's popular through tourist excursions to the St. Louis Fair having been so great three such excursions will be run on the next and last selling dates—October 3, 4 and 5. On each of these days special tourist excursions will be run from Portland without change of cars over the "Scenic Line of the World." October 3 there will also be run a special Pullman excursion. These cars will make stops en route at Salt Lake City and Denver, affording excursionists an opportunity of viewing the various points of interest about those cities. The daylight ride through the heart of the Rockies—God's art gallery of nature—is the grandest across the American continent. Write W. C. McBride, 124 Third street, Portland, Oregon, at once for particulars and sleeping car reservations. These being the last days upon which tickets will be sold at reduced rates, travel will be particularly heavy.

Hotel Sumpter.

Meals 15 cents and up; bottle Baker City beer 5 cents per glass; good rooms 50 cents.

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