papers and a half-dozen weeklies. The Morning Democrat, which has Mergenthaler typesetting machines and takes the full Associated Press dispatches, and The Evening Republican, may occasionally pull hair over political questions, but they are always found pulling together for the good of their city, county and region. The streets are broad and well kept, the churches and schools are numerous and handsome, and many of the public and private buildings would be creditable to a city of 50,000 people. The Oregon Railroad and Navigation Company has a large and conveniently arranged depot, a fine stone-and-iron warehouse, and extensive stockyards, and the Sumpter Valley Railway has ample buildings and terminal facilities. A number of new railroad branches and extensions are being planned, including one to the great Seven Devils Copper region of Idaho, and movements are on foot to establish smelting and reduction works on an extensive scale.

Baker City is one of the busiest and most prosperous little places in the West, and its future is loaded to the muzzle with golden promise;—but it is not the only municipal nugget on the creek. "There are others," and a glance at one or two of them will serve to form another short chapter.

waterworks system with 15 fire hydrants, and a superb electric-light plant with 20 or 30 arc lamps, and 2,000 incandescents. All last winter, amid snow and what passes for cold in Oregon, carpenters and bricklayers worked, at big wages, every hour of daylight; and yet people poured in faster than roofs could be reared to shelter them.

Real estate has gone kiting skyward. A lot, that a Portland drummer named Collett had to take, two years ago, for a bad debt of $100, was recently sold for $2,250; and one, for which Ed. Geiser paid $200 in November, 1897, brought $7,000 in November, 1899—3,400 per cent. advance in 24 months, or 141½ per cent. a month, which is a pretty lively speculative profit in any age or land. In November, 1899, a Mr. Mayer leased a business room for a year at $50 a month; and, in December, he re-let it for the remaining 11 months of his lease at $100 a month. For the week ending December 18, 1899, the real-estate business, including town-lots, mining-claims, bonds, mortgages and releases, amounted to $136,604—more in that line than was done during the same time in St. Paul, with 165,000 population.

The town has six stage, transfer and freighting companies, and seven daily stage lines, employing 200 horses, carrying passengers, mails, express matter and special freight to and from the tributary mines and mining-camps; and it handled from 3,000,000 to 6,000,000 pounds of freight a month. Seven carloads of mining and milling machinery were recently received in a single day; and April 1, 1900, three big warehouses on the Sumpter Valley Railway contained 150 carloads of freight waiting for the mountain roads to dry up sufficiently to admit of heavy teaming. Its little railroad, last year, handled out 7,000 carloads of timber alone, or about 600 carloads a month; and, with the constantly increasing rush of incoming travel, machinery and supplies, its facilities are being taxed to the utmost limit.

In short, Sumpter has risen, in a single year, from nothing almost to the size of Deadwood in the palmiest days of the Black Hills, and its boom has seemingly come to stay. The town is literally built on golden rock. It is walled in by mountains of gold-seamed quartz, and all its streams roll over golden sands. It is the center and supply and distribution point of hundreds, if not thousands, of square miles of gold-bearing territory, whose riches pass all ordinary computation. Immediately around it and tributary to it, 296 stamps are pounding out over $2,000,000 a year in gold bricks and concentrates, and every day is adding to the number of the mines and mills, and the amount of the yield.

Fourteen miles northwest of Sumpter, the young camp of Granite has risen from nothingness to rustling, incorporated cityhood, like a mushroom in a night. A few weeks ago, it was a rural crossroads. Now, it has a mayor and city council, six hotels and restaurants—one of

the hotels having 65 rooms and another 25;—stores carrying from $15,000 to $25,000 stocks; two wide-awake newspapers, The Boulder and The Gem; four saloons, four livery, grain and feed establishments, drug-stores, blacksmith and carpenter shops, and a gravity water system, affording protection from fire. Among the improvements contemplated or in course of construction are a $20,000 sawmill, an electric light and power plant, two churches, a public school, and a cold-storage plant. There are 12 producing mines immediately around the town, including the famous Red Boy, the May Queen, Cougar, Magnolia, Ajax, Quebec, Polar Star, Bellevue, Inter-Mountain, Tempest, Buffalo and Intrinsic. There are 2,122 mining locations recorded in the Granite district, and many of them give every promise of becoming producers. Hundreds of tons of machinery are going in to the Granite mines, and Baker and Grant counties are now spending $6,000 in improving the road between Sumpter and the new town. Surveys for the Granite-Hilgard railway have been made, and depot grounds at Granite have been granted and accepted. New and promising mines are constantly being discovered all over the region, and the town bids fair to become an important center of golden activity.

Prairie City, about 35 miles southwest of Sumpter, is rapidly growing; Carson, 20 miles north, is putting on city airs; and new towns are springing up everywhere so fast that it is hard to keep them mapped.

The mines, to which they all owe their existence and their growth, will form the subject of another chapter—and a last—but by no means the least important—chapter. They are worthy of volumes, but, as they somewhat elaborately presented in other publications of the Oregon Railroad and Navigation Company, a page or two of mention here must suffice.

It is but a comparatively short time since a Baker City prospector was considered a lucky man if he struck a ledge that would pay $5 a ton in free gold. Now, the leading expert valuation in the Webfoot Colorado, or Pennsylvania or Montana mine, is $10 a ton. Ores that will not yield $20 a ton are not considered worth shipping to the smelters, and there are hundreds of mines in Eastern Oregon that are producing ore that will yield from $20 to $175, or more, per ton. The average yield of gold per ton of ore mined, in the Baker City district, is $22.50, and the ore is of such high grade that it will stand shipping charges to the smelters and still leave a handsome profit for the miner. The ore is of such character that it requires no concentration, and the gold is free-milling, and is saved on plates of amalgamated copper. The ore is not base, but is generally free from sulphurets, and the gold is of unusually high grade, running from $18 to $20 an ounce.

Almost exactly in the geographical center of the grand mineral empire that arises, as it were, from an old Indian hunting ground, and within three hours of the Pacific Ocean, is the city of Baker. Its valleys are rich in agricultural and horticultural products, and its hillsides are covered with timber, while its mountains are filled with gold, silver, copper, lead and iron deposits, now in operation, and awaiting development. Within a radius of 50 miles are the famous Eastern Oregon gold-fields, from which have been taken over 2,000,000 ounces of gold in the past 10 years, and which are destined to be the richest mining region in the United States. Within a radius of 100 miles are the famous Eastern Oregon coal-fields, of which there are many square miles, underlaid with veins of bituminous coal, from 4 to 20 feet thick, and of excellent quality for steaming and domestic purposes. Within a radius of 100 miles are the famous Eastern Oregon gold