

MINES OF BOHEMIA

Geology Is the Same as That of the Cascade Range.

ROCKS ARE WHOLLY VOLCANIC

Deposits in the District Are in Part, at Least, Fissure Vein-Several Kinds of Ore.

In response to the petition of a large number of people of Lane and Douglas Counties requesting a survey of the Bohemia mining region, a preliminary examination was made by J. S. Diller, of the United States Geological Survey in July, 1898.

The Bohemia mining region was discovered, according to Dr. W. W. Osgieby, of Junction City, by himself and Frank Brass, in August, 1883. The region is named from the Bohemian Alps, also called Bohemia Johnson, who, with George Ramsey, reached it in 1863 from Roseburg by way of the North Fork of the Umpqua River, and Steamboat and City Creeks.

The Bohemia mining region is situated at an altitude of between 2,000 and 3,000 feet above the sea level, on the crest of the Cascade Range, and upon both slopes, about 35 miles directly southeast of Cottage Grove, from which point it may be reached by good roads.

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the Cascade Range. Evidence of earlier igneous eruptions has not been observed in the Cascade Range, but from the record of volcanic action found in the Eocene of the Coast Range, it is supposed that the volcanoes of the Cascade Range may have been active in Eocene time.

The rocks of the Bohemia region are known as the Bohemia group, and are generally volcanic, and are generally lava flows, although tufts are quite common. Among the lavas, andesites are by far the most abundant.

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district may be considered, in part at least, fissure veins. Gangue. The principal gangue mineral is quartz, which is more or less abundant throughout the veins, and is in many of the small veins the sole constituent.

Next to quartz, the most important gangue material in the vein is a white, clayey substance resembling kaolin. When treated with nitrate of cobalt solution and ignited, it becomes blue, like kaolin similarly treated, but between crossed nicols its interference colors are in part high instead of low, as are those of kaolin, and it has a finely foliated structure with parallel extinction, like sericite.

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SIBERIAN TRAIN LUXURY

HARDLY UP TO THE AMERICAN RAILWAY STANDARD.

Excellent Sleeping Accommodations but the Dining-Car Service is Quite Indifferent.

ON THE SIBERIAN RAILWAY, Sept. 4.—For the last stage of the long railway journey from the Urals to Irkutsk, which is the present terminus of the line, I am traveling in luxury, which is to say, in the famous Siberian express.

The train was made up of ordinary Russian sleeping-cars and the fourth is a train owned and operated by the International Sleeping-Car Company. The train is made up of the "train de luxe Siberien" listed in the pamphlet of the latter company, along with the expresses from Paris to St. Petersburg, Vienna, Nice, Berlin, Constantinople and other European points.

The traveler has no option or choice in the matter of sleeping-cars, but a week for a favorite train, and for the matter it was the best and newest of the Russian trains which happened along when I wanted to travel.

The night was clear and cold, the hoar frost lying thick on the platforms outside, but the rooms were so stuffy for comfort, so I sought the outer air. When I saw that the ticket window was about to open I was early in line, but the agent refused to sell me a ticket to Irkutsk, explaining that there was lots of time, that the train was not yet made up, and that the passenger for the train which was to pass car-

Classification of Boxes. PORTLAND, April 25.—(To the Editor.)—Will you kindly define what weights should each be to be eligible in their respective classes? Feather, bantam, light, wren, middle, heavy, the above half ounce to boxing according to Marquis of Queensberry rules. S. P.

666 HOURS TO ST. PAUL AND MINNEAPOLIS. Via the Great Northern Railway. Train leaves Portland daily at 6:30 P. M. Connects at St. Paul Union Depot for Chicago, St. Louis and all points east and south. For tickets, rates, etc., call at City Ticket Office, 123 Third street.

FREIGHT RATES TOO HIGH

NO TAKERS FOR THE BRITISH SHIP ALLESTON.

Owner's Ideas Above Those of Exporters—The Braemar in Port—Sebastian Bach Sold.

The British ship Alleston is still on the free list, and an accurate quotation on a spot grain ship is still unobtainable. The men who keep the wolf from the foreign shipowner's door by paying 40 shillings for freights were all out playing golf yesterday, and probably made more money than they would have made by falling over each other in an effort to charter the only disengaged ship within 500 miles of this port.

The big Oriental liner Braemar arrived in at 11:30 yesterday morning, and left up at 5:30 last evening. She will reach Portland this morning, and will commence discharging today. The Braemar brought to Victoria over 1000 Japs, and the advent of so many of the little brown men is commencing to arouse misgivings in the minds of the British.

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SEVERAL COLLISIONS AT VANCOUVER

Vancoeur, B. C. April 25.—Incoming steamers were unfortunate here today.

Sebastian Bach Sold. HONOLULU, April 17.—The bark Sebastian Bach was sold at auction on the 14th and brought \$2500.

Domestic and Foreign Ports. ASTORIA, April 25.—Arrived—At 11:29 A. M. and left up at 5:30 P. M., British ship Alleston, from Seattle, for Victoria. Arrived—At 11:30 A. M. and left up at 5:30 P. M., steamer St. Paul, from Victoria, for Seattle.

Homestead Entries at Walla Walla. WALLA WALLA, Wash., April 25.—The following homestead entries have been filed in the Walla Walla land office within the last two days: Charles H. Arrasmith, Pampa, 125 acres; James F. Cochran, Pullman, 125 acres; Joseph C. Kidder, James, 125 acres, all in Whitman County; J. P. Hallet, Lind, 125 acres, and John P. Irby, Cunningham, 125 acres, in Adams County; William P. Sigurdson, Walla Walla, 125 acres, and Sara O. Here, 20 acres in Columbia County.

Army Orders. WASHINGTON, April 25.—Acting Hospital Steward William C. Powell, of the Hospital Corps, has been detached from duty at Angel Island, Cal., and ordered to Seattle, where he will be assigned to duty with the Department of Alaska. (First Lieutenant Curtis W. Otwell, Adjutant of the Seventh Infantry, has been ordered to Seattle, where he will be assigned to Company G, of the Seventh, to duty in Alaska.)

Steamboat Inspectors Busy. The new steamer Corvina Coosy was yesterday inspected by Messrs. Edwards and Fuller, and in the afternoon left down the river in charge of Captain W. H. Whitcomb, who will be relieved at Astoria by Captain Carr, who will bring the steamer around to the Sound, where she will be used as a cannery tender. Today

HANDSOME MOVING PICTURES. See handsome moving pictures now on exhibition, free at Union Pacific ticket office, 123 Third street.

HUDYAN ALLAYS PAIN. In Head, in Back, in Side, in Joints, in Face, in Muscles, in Liver, in Kidneys, over Bowels, Dragging Pains, Bearing-Down Pains. HUDYAN insures a regular discharge of every bodily function. HUDYAN cures Nervousness, Melancholia, Sleeplessness, Despondency, Irritability, HUDYAN is good, for it cures permanently. HUDYAN is a capital remedy for that heart complication characterized by headaches (5), flushing of face upon slight exertion (4), choking sensations (1), palpitation (2), cold extremities (3). Suffering, sickly women find absolute relief in HUDYAN. HUDYAN cures all these weaknesses and disorders referable to the delicate maternal organs. HUDYAN makes new blood, rich in health-giving elements. GET HUDYAN from your druggist, 50c a package, six packages, \$2.50. If your druggist does not keep it send direct to the HUDYAN REMEDY CO., corner Stockton, Ellis and Market streets, San Francisco, Cal. Consult Hudyan Doctors about your case, free of charge. Write.



RAILWAY CONDUCTOR AND GUARD ON THE SIBERIAN EXPRESS.

It would be impossible to deny a feeling of satisfaction that for the last and longest continuous stage of the railway journey that the much-heralded comfort was to be available, instead of the wearing tramp, rather sorry that had become familiar and so tiresome. All the droshkies had retired from the street corners before I finished a pleasant evening at the Keightley, and the hotel porter brought me and my baggage to the train at last, after a breakdown or two on the way to relieve the monotony of the trip.

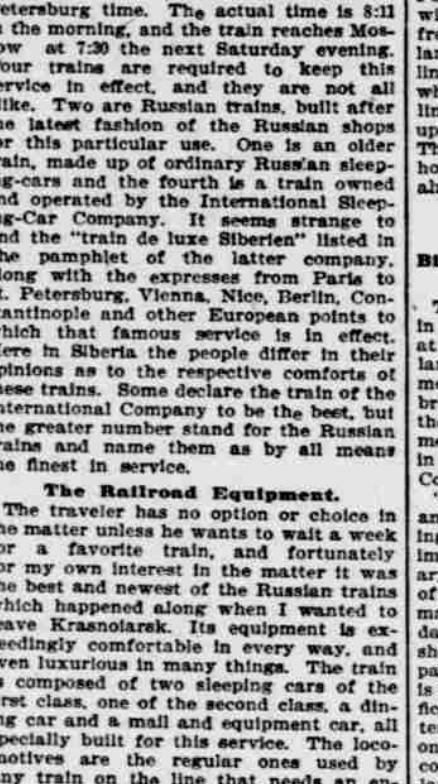
The station was crowded. It was divided into three rooms of considerable size, the center one devoted to the checking and storage of baggage and the office of the ticket agent. On one side was the big room occupied as a waiting-room and buffet for third-class passengers, and on the other side a corresponding one for the first-class and second-class travelers. All the rooms were full. The first two were crowded with private soldiers and noncommissioned officers, with their equipment, sleeping on the floor as closely together as they could lie. The other one was shared between the commissioned officers and a miscellaneous collection of passengers, who overtook the benches and sat upon their baggage or on the floor itself.



RUSSIAN IMMIGRANTS ON THE SIBERIAN RAILWAY.

rock in the zone of oxidation, where yellow to black oxide of iron derived from the pyrite is most abundant and lead carbonate (cerussite) derives from the galena. It occurs in a few places. The metal sought is gold, which near the surface is native, finely filamentous, and distributed through the quartz veins, but at greater depths, about 200 feet, beyond the reach of surface influences, the gold is largely contained in the sulphides.

Rev. Wm. R. Lord Addresses the Pupils of Falling School.



STEAM LOCOMOTIVE.

With a beautiful waterroom containing four berths all for myself, I wasted no time investigating the other comforts of the train, but turned in for a long sleep before extending my examination. That part of the sleeping accommodations of the train was eminently satisfactory. The beds were ample in size and exceedingly comfortable. The linen was immaculate, and proven so by a process that I have never seen equalled elsewhere. When the porter came to arrange the berth for me he brought with him a neat bundle wrapped in heavy blue paper and carefully tied with a succession of strings. Where the strings crossed the knot was sealed with a leaden seal, on which was stamped

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