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NO. 46

### PROFESSIONAL.

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### NOTICE OF FINAL SETTLEMENT.

Notice is hereby given that the undersigned, administrator of the estate of Geo. P. Garman, deceased, has filed in the County Court of Lane County, State of Oregon, his final account as such administrator of said estate, and that on Monday the 2nd day of December, 1901, at the hour of 3 o'clock p. m. he has been fixed by said court as the time for hearing objections to said report, and the settlement thereof.  
FRANK KELLY,  
Administrator of the estate of Geo. P. Garman, deceased.

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That a Railroad is being constructed from Cottage Grove to the Bohemia Mining District through one of the finest timber belts on the Pacific Coast?

Do you know that the ore now being transported by wagon from the Bohemia Mining District to Cottage Grove is the same character that made Cripple Creek famous?

Do you know that this ore from the Helena Consolidated Mine contains values from Four to Eight Hundred Dollars per ton, and is being shipped to the Omaha Smelters through Long & Bingham's warehouse.

Do you know that the present population of Cottage Grove will double in the next eighteen months?

Do you know that the fine, high, slightly tract of land adjoining Cottage Grove (formerly owned by G. W. Long) has been platted in lots and acreage and is being offered on terms that will enable you to double on your investment in a very short time?

The above is a few of the facts with which we can make you acquainted if you will call upon us or write.

Address all communications to

**LONG & BINGHAM,**  
P. O. BOX 8, COTTAGE GROVE, OREGON.

### BOHEMIA MINES AND THE CASCADE FOREST RESERVE.

#### Action of the Portland Chamber of Commerce.

#### Senator Booth's Letter to That Body.

Touching the previous application for the indorsement of the Chamber of Commerce of a petition for taking four townships in the Bohemia mining district out of the Cascade Forest Reserve, in order that the construction of a railroad to that section might be facilitated, S. M. Mears offered the following letter he had received from Senator R. A. Booth of Eugene.

This acknowledges your favor of the 20th, in which you refer to a petition presented to the Chamber of Commerce, urging the Secretary of the Interior to withdraw the Bohemia mining district from the forest reserve in behalf of the development of the mining interests of that section. I beg to reply that I have no personal knowledge of the timber or mineral belt that has been gained through actual observation. I am familiar with many of the men who have claims in that section, and to some extent, with the mineral development that has taken place there. I believe the mineral deposit is extensive, and it is quite well demonstrated that the ore is base and that a smelter is essential to the successful treatment of the ore.

The road has been projected in the interest of the mining and not the timber interests. We are the owners of large tracts of timber tributary to the proposed line, and while we have offered to make some contribution in the way of a bonus if the road was built, yet we or our timber interests have not been a factor in promoting the road. I mention this as an expression of opinion, that the project referred to is for the benefit of the mineral development.

It would seem proper that that portion of the forest reserve that is highly mineralized and fairly well prospected should be set aside that the mining people would not be hampered, and that they should have proper use of a sufficient amount of timber for legitimate mining and development purposes and for fuel. Whether the petition properly describes the mining section, and whether the entire amount of it is essential to the proper uses of the mining people, and as to whether any part of the district asked to be set aside is more valuable for timber than mineral, I cannot say. There seems to be a unanimity of opinion among the mining people that are interested at Bohemia, that it is essential that a smelter be located at some point in Oregon where other ores may be mingled with those from Bohemia. I think Portland would be the proper location. If, then, the mineral prospect of the Bohemia district justifies the building of a road, the construction of it would give impetus to this section of the state and be of material benefit to Portland.

I am led to believe that the principle men who are interested in the mining section are acting conscientiously in promoting the road, and that it is not for the purpose of any stock speculation.

It probably would be proper for you to investigate whether there is an aim to throw out any valuable timber lands that are not essential to the proper development of the mining industry.

The right of way for the railroad should also be granted in that portion of the reserve, not mineralized, where the road will be finally located.

We have been asked to sign a petition and have promised to do so when we ascertain that the statements embodied in the petition are true. Presuming that the Interior Department would send a proper representative before acting on such petition, we suggested to the parties handling the petition they should be extremely careful with their statements, and especially not to make possible any timber speculations. Kindly bear in mind that the statements herein, so far as they pertain to the mining development and mineral worth of the district, have been gained from others and not from personal observation of the premises. It is, however, the general belief of this business community that the mineral worth of the Bohemia district is great, and that a railroad and smelter are essential for its development and operation.

asked J. Frank Watson, who appeared in the interest of the mining district to have the land set off from the reserve, why all necessary operations could not be carried on as well in the reserve as out of it.

Mr. Watson replied that the annoyance miners would suffer from government inspectors would be one disadvantage; and then the law was such that no corporation could build a railroad on a timber reserve. This would defeat the move for a railroad to Bohemia, because it would be impossible to raise money for such an enterprise across or into a forest reserve. Miners could build roads to take their ores out, but no transportation corporation would be permitted to build a road in.

That dispelled the doubts that had previously been entertained as to the real necessity for getting the mining district out of the reserve and the following resolution, offered by Mr. Mears, was unanimously adopted:

Whereas that portion of the Cascade Forest Reserve situated in townships 22 and 23, ranges 1 and 2 east, and generally known as the Bohemia Mining District, has been prospected and developed to such an extent as to reasonably demonstrate that it is much more valuable for its mines than for its timber, and

Whereas the mining operations now being conducted there are very heavily handicapped in their work by the laws controlling forest reserves, and

Whereas the only reasonable route for a railroad to reach said district and connect it with the only main artery of transportation through the Willamette valley, that is, the Southern Pacific railroad at Cottage Grove, is through said forest reserve; therefore be it

Resolved, that we earnestly petition the proper authorities, through our representatives in congress, that the said authorities, thoroughly investigate this section of the Cascade Forest Reserve, with the view of withdrawing townships 22 and 23 south, ranges 1 and 2 east, or so much thereof as may be necessary to accommodate the interests of the Bohemia Mining District, from the timber reserve, and putting them back in the public domain.

According to a Texas farm paper the large cattle ranges of southwest Texas have so suffered from drought this summer that the cattle remaining are very thin; and the additional fact that feed is dearer than ever before, all indicate that the number of cattle fed in Texas will be quite short this year. Large shipments were made early in the season from that section to the Indian Territory, and as these were the best conditioned cattle, and of course will not return to Texas feed lots, the probability of the shortage of Texas fed cattle is still further confirmed. The Panhandle country has had rather a favorable season, and cattle are, or soon will be, in reasonably good fix; but they as a rule, go out of the state to be ripened.

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