



THE ADVERTISING MEDIUM.

BOHEMIA



NUGGET.



NEAT JOB PRINTING.

Devoted to the Mining, Lumbering and Farming Interests of this Community, to Good Government, and Hustling for a Grub Stake.

VOL. IV

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NO. 46.

Mines and Mining

Devoted to Bohemian Notes and Items of general interest to Mining Men.

LeRoy Co. Moves Headquarters, OREGON AND SOUTH-EASTERN

The LeRoy Mining company has removed its headquarters from the room formerly occupied by them in the Finn building to the room in the same building formerly occupied by the Oregon and South-Eastern R. R. in the rear of the building. Ralph Whipple, the newly elected secretary, has been duly installed and is hard at attending to business in his courteous and obliging manner.

At the mines things are progressing in the most satisfactory manner to the officers and stockholders of the company.

The main tunnel, upon which the new air drill is now at work, is in about 400 feet with the full face of the drift in quartz. Progress is being made at the rate of from five to ten feet per day and the new Leyner drill is coming fully up to the expectations of the company.

One of the greatest recommendations of the LeRoy stock at the present time is the fact that all of the employees of the company are investing the surplus of their earnings in stock of the company at prevailing prices. This fact speaks volumes for the company's property for no one knows better than employees, how a property is being managed or how well or how poorly it is being run. Many of the employees are old, experienced mining men and their recommendation is worth more than anything else could be, when we take everything into consideration. If they are willing to stake their hard-earned dollars on LeRoy stock, the average investor certainly should not hesitate in doing likewise.

We predict another rise in LeRoy stock within a very short time, due to many causes.

Hawthorne Mining And Milling Co.

At the headquarters office of the Hawthorne Mining and Milling Company in this city there is an exhibition a fine sample of free-milling ore in which the gold is plainly visible to the naked eye. This ore was taken from the ledge on the Wisconsin within a foot of the surface, by Supt. J. E. Russell, and is a fine sample of free-milling ore. This ledge was just recently traced up by Mr. Russell, and has proved to be 300 feet in width and a continuation of the rich Vesuvius, Muskrat and summit ledges, which join together upon this property. There is also an exhibition a great quantity of the rich gold-bearing quartz from the 16-foot ledge on the original Hawthorne claim and some of the decomposed quartz, of which there is about 16 inches in this ledge. This decomposed quartz is quite rich in gold, which can be readily panneled out.

Supplies for the winter are being hurried into camp and quite a force will be employed during the entire winter extending the various tunnels on the property.

The Sunrise Mining Company

Pacific Miner Soc. Inc.—John B. Eggen, foreman of the Sunrise Company, came out this week, and will return to his old home in Canada for the winter. He carries with him some beautiful specimens of milling ore taken from the long tunnel of the Sunrise property, which tunnel has recently been securely timbered. For over two months the full force of the men have been at work building a broad and substantial wagon road from the company's mills down the mountain about three miles to connect with the new railroad when it reaches the nearest point to the property at the warehouse. This road is now almost completed, and the finishing touches will be put on it the first thing in the spring, so as to facilitate the passage of the heavy machinery to be put up for the reduction of the immense bodies of ore now brought to light by the operations of this company. The greater part of the company's work will be closed down from now until early spring, when the new concentration plant will be installed, and active and energetic work will be kept continually going. When in another season, this company gets into full swing, it will be but a short time thereafter when dividends will accrue to the fortunate shareholders in this excellent property.

Important Notice.

Any person hiring a single seat buggy and allowing more than two persons to ride in same at one time will be charged double price and pay all damages to the buggy. The above applies to all buggies, carriages or spring wagons. Only two persons allowed to ride in one seat at a time.

CHRISMAN & BANGS.

Call at H. C. Madson's new store and see the fine line of ladies' and gent's watches.

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to cut. Two extensions 1½ and 3 miles in length respectively, will make 200,000 additional acres of similar timber available for transportation—which is in itself a guarantee of large earnings for the road for a generation. The underlying soil is a rich black loam. Vast deposits of iron ore required by smelters for fluxing ores are reached by the road, as well as extensive gravel beds which the Southern Pacific railway will use for ballasting their road beds. They desire 25,000 carloads at once. The earnings from these items are outside of my estimate. There will be an outlet for the rich farming country of the valley it follows and will stimulate to greater production every working mine in the district and will insure active operations over a large area now dormant. The facilities furnished by this railroad will inevitably cause a large yearly increase in our traffic. The entire region awaits the completion of the road to make it a field of thriving industries.

EARNINGS AND EXPENSES.

Economy in operating expenses is insured by the physical conditions of the country, accurate surveys showing a continuously ascending grade from Cottage Grove to the mines, and as the great bulk of the tonnage will be outgoing ore and timber, the train loads will be determined by the number of empty cars the engines can haul on the return trip.

President George W. Crosby, in his letter of July 16th, 1902, makes the following statement:

"Complying with your request, I take pleasure in communicating present facts concerning the Oregon & South-Eastern Railroad together with conservative estimate of the earning capacity of the property."

"There is no maximum freight or passenger law in Oregon. Based on what the traffic will easily bear and after exhaustive study in which my conclusions are endorsed by competent experts who have diligently covered the ground, as well as by careful comparison with other similar properties—amply justifies the following statement:

"OUTGOING FREIGHT.

Over 60,000 tons annually (200 tons daily) at \$1	\$180,000.00
4,750 carloads, average rate per car \$6.00	31,500.00
1,250 cars piling average rate per car \$14.37	18,625.00
475 cars tires, average rate per car \$10.00	4,764.25
475 cars wood, average rate per car \$6.00	3,425.00
	828,719.50

INGOING FREIGHT.

100 cars—2,000 tons at \$6 per ton	\$12,000.00
PASSENGER TRAFFIC, ETC.	
300 per month each way—12,000 passengers annually at \$1.40 each (at prevailing local rates, 4 cents per mile).	\$16,800.00
Express, mail, baggage, etc.	3,200.00
	\$ 20,000.00
Total earnings.	\$270,719.50

OPERATING EXPENSES.

Per annum.	\$ 31,500.00
Repairs of track, bridges, structures, etc.	18,000.00
Total annual operating expenses.	\$ 49,500.00

FIXED CHARGES.

Interest on \$300,000 bonds at 5 percent.	\$ 15,000.00
Banking fund, 20 years, per annum.	4,500.00
Taxes, depreciation, etc.	11,000.00
Total per annum.	\$ 30,500.00

Interest on preferred stock issued.

\$400,000, at 7 per cent.

\$ 28,000.00

\$ 58,500.00

Total fixed charges, operating, etc.

\$108,000.00

Leaving for dividends on common stock, debentures, etc.

\$162,719.50

\$270,719.50

Further, it is predicted, without qualifications, by the authorities quoted, that the above earnings will be realized from the beginning. In this opinion I concur. Gold, copper and lead ores are now freighted out by wagon at a cost of \$15 per ton. Logs cannot be handled at all stages, making an all-day journey, charge \$2.50 each way.

When completed the road will open up about 75,000 acres of the famous Oregon pine, cedar, yew and hemlock, long coveted by the lumbermen, which will take 25 to 30 years

DRAIN NORMAL VS. C. M. A.

Cottage Grove Boys Clearly Outclass The Coming Schooldads.

The Central Normal School foot-ball eleven, of Drain, was gloriously defeated by the local C. M. A. eleven in a red-hot game at this place last Saturday to the time of 17 to 9, before an enthusiastic crowd of about five hundred people.

This was the second game of the season between these two teams, the first being played at Drain some time ago and resulting in a score of 6 to 4.

The State Normal team arrived on the one o'clock train and were met at the depot by a delegation of the C. M. A. boys who conducted them to their quarters at the Sherwood hotel where they proceeded to adorn themselves in the proper regalia for the coming contest which was billed for 2:30 o'clock.

Promptly at two o'clock, headed by the Marguerite Fischer Co.'s excellent uniformed band, the crowd proceeded to the grounds, which are located on the vacant lots four blocks southwest of the school house where they waited impatiently for the contest to commence. The teams appeared upon the field immediately and proceeded to go through the usual preliminary practice which occupied the time until the game was called. Tom Medley was chosen referee of the game.

Drain kicked off to the local team and the scrumming commenced in earnest. The teams seemed to be evenly matched and the ball was kept near the center for a short time but the C. M. A. boys were not long in finding a weak spot and proceeded to advance a weak spot and proceeded to advance a weak spot and soon scoring a touch-down by putting Jackson through the line for a fifteen or twenty yard run, and goal was kicked by Hill.

The ball was again put in play, soon falling into the hands of the C. M. A. boys, who, by a brilliant series of end runs succeeded in securing another touchdown by Bobby Blair, who made a fifty yard sprint around Drain's left. This goal was a difficult one to kick and Hill missed it. Thus ended the first half score 11 to 6 in favor of the C. M. A. team.

The second half was just as hotly contested as the first and the boys all did their level best. In line bucking they seemed to be quite evenly matched although Drain outweighed our boys by several pounds. At one time the ball was within three yards of Drain's goal line but was lost on a fumble. This goal was a difficult one to kick and Hill missed it.

The final score of 17 to 9 does not tell the whole story, as at the end of both halves the ball was in the hands of our boys and within a few yards of Drain's goal line, where the ball was caught by Jackson and a long run made around the end for a touchdown. In order to make this play he ran around the entire Drain team, amid the wildest cheering of the assembled crowd. Hill again kicked goal. There was but forty seconds remaining when the ball was once more put in play and time was called with the ball on Drain's ten yard line and in the hands of the C. M. A. boys, who would doubtless have secured another touchdown had there been another minute to have played.

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