

MINING NEWS.

Gathered From Bohemia Mining District and the Various Mining Camps of Oregon and Other States.

ACTIVITY INCREASING.

Activity is noticeable in the mining stock market, said W. J. Curtis, a well known Portland broker, this morning. For some time matters have been at almost a standstill or on a backward course, but now new life seems to have taken hold of the stocks. Especially is this true of the East and Middle East. The active stocks and those most traded in are those of Bohemia, like the Vesuvius, Oregon Securities, Le Roy, Star and Crystal, while Southern Oregon has some stirring securities, the most active being the Galice Consolidated, which is held at a stiff price. "I think this season will be the most active in the mining business that Portland has seen for many years, as so much more development is being done than heretofore, and so many more people are becoming interested."

AMERICAN MINING CONGRESS.

At the meeting held in Portland recently for the purpose of promoting the interests of the American Mining Congress to be held in that city next August. Many good things were said by the speakers upon that occasion.

Secty Irwin Mahon said in part. "It is true, Portland gave birth to the idea of holding a Lewis & Clark Exposition in 1905; it is also true that Portland promises to be the most liberal in making both this coming session of the American Mining Congress in 1904, and the Lewis & Clark Exposition in 1905, successful facts; but it is also true that the entire state of Oregon must do its part also. Each and every county in the state must maintain and uphold each other in every way. If this is done—if the good work is carried out in a large generous spirit, without bickering and jealousies, Oregon will excel in her position that of all her predecessors."

WILL CONTINUE TO MINE.

While the lumbering interests are not all that could be wished or that is hoped they will be in the near future, it should not be understood that all other matters are at a standstill in this locality. It is true this has been an excep-

tionally hard winter. More rain has fallen in the valleys than has been recorded in the same length of time for 33 years. When the rainfall is great along the valleys the snow fall is correspondingly heavy in the mountains. In consequence Bohemia is experiencing the most severe winter since its discovery, and wherever preparations were not made last fall for the winter's supply, work has necessarily been suspended. At the Vesuvius, Oregon-Colorado and Riverside groups Manager Hard had made such preparations and in consequence work upon all three properties has been continuous, and it is reported there is sufficient on hand at either property to continue until the winter has passed. At the Crystal Consolidated the mill was erected during the early winter, but owing to the severe storms which prevailed, it was deemed advisable to await the coming of spring before attempting to start it. Work was however continued in the tunnel on the property and good results in the showing of ore obtained, also contract work on the Bohemia Mining Co's property. The Oregon Securities has also done some work and are now adding to the force as rapidly as conditions will permit. Other smaller companies and individuals have stood by their properties. One good result has been obtained by the deep snows, all have been compelled to cease outside work and get under cover and work on the veins with the result that several good strikes have been made.

COMMENCES OPERATIONS.

W. W. Masterson, mining manager of the Champion Basin Mining Co., left this week for Bohemia, where he will lay out the development work of the property for this season. Mr. Masterson states that he will probably open up a working tunnel at the lower line of the Ajax claim on the Champion creek, and it is understood that the company will continue work throughout the season. The result of last seasons work was very satisfactory, and while the stock is held above the ordinary price of mining stock, several sales have been made and numerous inquiries regarding the property and future plans of the management are already on file.

DOWN FROM BOHEMIA.

Michael Geotze, who has been together with John Linquist, working on the Bohemia G.M. Costunnel this winter on a contract to continue the tunnel one hundred and eighty feet came to the city Tuesday. He states they drove a dis-

tance of 130 feet and concluded to come out and rest awhile. According to survey the tunnel will have something less than fifty feet more to run before intersecting the vein which crops on the mountain above the tunnel, and passes through this property from the Gold Cross claims on into the Riverside group. The writer last summer went to the Gold Cross tunnel and followed the course of this vein and knows to a certainty it is ahead of the breast of the Bohemia tunnel. Mr. Geotze reports that his partner went down to the Riverside tunnel prior to coming out and upon his return stated that property was showing up fine and the ore body was large and of a good quality.

WILL COMPLETE ROAD.

In a private letter from G. B. Hengen, general manager of the Oregon & Southeastern R. R. Co., who is at present in Portland transacting business, that gentleman gives his opinion regarding the lumber market conditions as follows: "I have made a careful study of the matter, and while the advance in the rate on lumber has had some effect on the business, the demoralized market conditions and the situation of the smaller interior mills with respect to their facilities for competing against the larger mills under the depressed conditions is such that regardless of any change in the rate they would be seriously affected at this time; and these conditions rather than the rate change are mainly responsible for the inability of these mills to secure a market. I cannot help but think that matters will right themselves largely as the market conditions assume a normal basis. The present conditions have in no wise affected our plans. We will continue our development work along the lines laid out. We will during this year complete our line to Bohemia district and construct such branches as are necessary to take care of the business."

Wednesday morning Superintendent Mathews of the Oregon Securities Company, together with Mrs. Mathews and daughter, started for the mines at Bohemia where Mr. Mathews will personally direct the work planned by the company. He informs us that snow has been shoveled from the road sufficient for pack animals and within a week or so he expects to have teams reach the camps. The electrical plant is in good order and the houses, mill, etc., are wired and will all be lighted by electricity. Expects to have the power drills at work soon.

CO-OPERATIVE ASSOCIATION

Meets Saturday Night, Adopts By Laws, Becomes a Permanent Organization, Railroad Men Present.

MEMBERSHIP INCREASED

The adjourned meeting of the Co-operative Association was called to order on Saturday night by First Vice President Veatch. There was a very large attendance of the representative men of the city.

The president stated the meeting had been adjourned until this time to give the committee an opportunity to prepare by-laws and report the same at this meeting and to perfect the organization. The minutes of previous meetings were read and approved.

The reading of the by-laws as prepared by the committee was next in order. Secretary Howard stated they had been largely compiled from a copy furnished by the Board of Trade of Portland.

Upon motion of C. H. Burkholder the by-laws were adopted as read.

At this juncture W. E. Coman, general traffic manager of the Southern Pacific railroad, Harvey E. Lounsbury, traveling freight agent same road, Geo. M. Cornwall, publisher of The Columbia River and Oregon Timberman, G. B. Hengen, manager of the O. & S. E. railroad and Oregon Securities Company, C. C. Mathews, supt. of the Oregon Securities Co., Assistant Manager Wood of the O. & S. E., and several others entered the hall and were warmly greeted.

Mr. Coman being called upon to address the meeting. In response said: "Mr. President and gentlemen I am with you this evening by invitation from your advisory committee. The first intimation I had of this movement was when I took up the Oregonian the other morning in which I found the petition addressed to me in my official capacity. I noticed statements made there in regard to railroad freight rates; I have come to hear your complaints and to discuss the situation with you. Our road and your interests are identical and we have no desire to slight any interest. By our system of advertising we have shown that we are trying to fill up your valleys and mountains with people, we want you to feel your complaints will be met in all fairness. When I read in the paper of the feeling manifested I was surprised. I want you to know I am willing to receive and discuss any proposition with you. Do not understand just what your petition means and prefer to hear from some of you upon the matter then I can answer. As to local freight rates I am disposed to believe the petitioners felt what they said, but I can show you our rates are lower, rather than higher, than those of other roads. Did not understand at first the cause of public meeting, still am glad to be with you and confer with you. Our lumber freight rates are now \$5.00 per ton, prior to January they were \$3.10 and \$3.50 per ton, which compare favorably with other rates. You people are not in a position to compete with water transportation. Water rates are \$4.00 per M which means \$2.00, 3.10 rate is equal to our \$5.00 rate per M. We cannot afford to haul for this lesser rate, the lumber men know this. I believe had you known this you would have taken the matter up with me direct. Our work for two years past has been to bring people to you. We have room yet for millions of people, and they are coming by the carload. I should dislike to have your petition fall into their hands, as they might not come to Cottage Grove. We want your business. As I said before your affairs and ours are mutual. The lumber rate seems to be the principal trouble. This is now under consideration with our people." Mr. Coman closed by thanking the association for its courtesy in inviting his presence and its attention to his remarks.

Thos. K. Campbell, of the Pacific Timber Co., was called and in response said: "Do not know that I have much to say. Mr. Coman has ably represented the railroad side of the question. Some things said by him we have to differ with. The railroad made us a rate and brought us into existence. First came the shortage of cars followed by a raise in rates, which wiped us

out of existence. At no distant day the railroad should restore the old rate and let us take our chances. We know the price of lumber has dropped, and it is not a good time to increase our freight rates. We might not live as sumptuously as formerly, but we might secure a luncheon occasionally. The petition as drawn was not intended as a snub to the railroad, but was the long suppressed expression of the people. We feel the rates were increased too soon. We have not sufficient industries for all comers, if the lumber traffic is suppressed. The wealth is here and with proper conditions they would be developed. I believe when Mr. Coman studies the petition he will appreciate our position. With the old rates re-established we can do business at the old stand."

Dr. Lawbaugh was called and said: "Mr. Coman has stated the entire case and he realizes the general conditions. I can only repeat that the restoration of the old rate will give but little help. The market in San Francisco has changed since the new rates here. Many new mills have gone into business in other places."

Mr. Cornwall was next asked for his views. He showed an intimate acquaintance with rates and the lumber business. "When the old rates were in use at least at first" said he "there were something like 1800 cars per annum with an increase to about 12,000 and still increasing, it took more rolling stock than the company could spare. I do not think there was such a shortage of cars as there was use for them in other places where they could be used more profitably. The hauling of empties back was an expense. When Mr. Markham established the 3.10 rate he had in view the moving of the timber and filling up the country with people. The equity seems to be with the railroad, yet after getting the sawmills in here it works a great hardship to raise the rates. The lumber interest are bad elsewhere. Mr. Coman is doing all he can with his people and will do the best he can for you."

Mr. Lounsbury when called upon said: "That Mr. Coman, who was his superior, had stated the railroad's position fully and I cannot add thereto. Possibly it is a case where justice can't be done to one party without injury to the other. The petition is of no further use to Mr. Coman as he can do as well without it."

Mr. Charles H. Burkholder one of the merchants of Cottage Grove, said: "I believe I am voicing the sentiments of every one present, when I say we mean no disrespect to the railroad officials, but we have some cold hard facts to deal with. Two mills in this locality are running in a half hearted way. I think Mr. Coman has not read the petition aright, it might strengthen his hands to do so. A little petition from Cottage Grove might have but little effect, but a petition coming up from the whole state might have more weight, while we wait men are out of employment, less goods are being sold. When the mills were running a man could take up his ranch, work a part of the time for wages and make his improvements. Why? I ask can't we get some such rate as Puget Sound gets into St. Paul. I have no personal feelings and bear in mind all the railroad has done for us, but now as we have begun to grow, we must have lower rates or less people."

Mr. Hengen in response to a call asked to be excused as he had just arrived and was not familiar with the conditions.

By motion meeting adjourned. Following which the advisory committee and Mr. Coman with others talked over the situation for some time, all exhibiting the most friendly feeling. Messrs. Coman, Lounsbury, Hengen and Cornwall returned to Portland on first north-bound train.

Throughout the meeting only a spirit of fairness was displayed and all were glad to have the railroad officials present and explain the railroad position.

The organization however will continue and work along the lines as suggested before. It is expected that other matters of importance will arise which can be more intelligently considered when brought before a body of men, than by individual effort. If every town in the state would have a similar organization, and then upon matters of importance would all act as a unit much could be accomplished.

An electric plant will be installed in the Quartzburg district, Marion county, the power will be used in operating drills in the mines.

A PLEASANT RIDE

Acting Manager A. B. Wood of the O. and S. E. railroad, learning of the coming to the city of General Traffic Manager W. E. Coman, of the S. P. railroad, took the occasion to invite Mr. Coman, together with Traveling Freight Agent of the S. P. Harvey E. Lounsbury and Mr. Geo. M. Cornwall, publisher of the Columbia River and Oregon Timberman, and a number of the business men of the city, to a ride over his road. When the three o'clock train arrived from the north the party was in waiting to meet Mr. Coman and accompany him on the trip, Mr. G. B. Hengen, manager of the O. and S. E. road and the Oregon Securities Company, also came up from Portland. After pleasant greetings and introductions, the party boarded the train and were soon enroute up the beautiful valley of the Row River. At the present terminus of the road some 18 miles from Cottage Grove the party alighted and walked over the grade across the new bridge which spans Row River and on to the "Falls", an ideal place for the generation of electricity. The great timber resources showing all about, the mines of Bohemia some twelve miles beyond, and other resources of this favored country were discussed. Mr. Coman, as well as other members of the party who had not before visited this locality, expressed surprise at what was told and shown them. The return to the city was made in time for supper and all returned thanks to Mr. Wood for his thoughtfulness upon this occasion. In the party were W. E. Coman, Harvey S. Lounsbury, Geo. M. Cornwall, G. B. Hengen, A. B. Wood, C. J. Howard, John Barker, C. C. Mathews, James Hemenway, Charles Burkholder, Herbert Eakin, T. K. Campbell, Frank Wheeler, W. C. Conner of the Leader, Dr. Lawbaugh, Dr. Job, Ben Lurch, H. O. Thompson, D. McKeen of Portland, and the Nugget man.

MOZART SYMPHONY CLUB OF NEW YORK.

- PROGRAMME.
- Part I.
- Overture, "Rosamunde" Schubert.
 - Viola d'Amour Solo, "Prelude and Tranmere" Schumann.
 - Violin Solo, "Hungarian Rhapsody" Sarasate.
 - Cornet Solo, "Fantasie" (Singvogelchen) Hoch.
 - Da Gamba Solo, "De Witt" (Cello Solo, "Fantasie" Servian. Mr. Blodeck.
 - Soprano Solo, "Il Braccio Arditi".
- Part II.
- Quartette (Intermezzo, Komzaka Pizzicato) Saro.
 - Alpine Echo Horn, "Tyrolische Romanze" Hoch.
 - With Zither accompaniment.
 - Mr. Theo Hoch and Mr. M. Blodeck.
 - Song, With Violin Obligato Johnson. Played and Sung by Miss Marie Stone.
 - Descriptive Fantasi, "In the Clock Store" (new) Stoelzer.
- Synopsis—The apprentice opens the store in the morning and winds up the different clocks, the ticking of which is illustrated by the music which gradually develops into a musical invitation of a clock store. The cuckoo clock strikes the hour, after which the deep sounds of another clock is heard. The alarm clock then brings a merry rattle, followed by the striking of another clock in harmony with the music. The apprentice then whistles a little tune. After this the clock that contains the chimes gradually runs down and stops. The boy winds it up again and then the miniature chimes of a Scotch cathedral are heard in the distance. The neighboring clock strikes the hour and a carol follows. Now that all the clocks are in running order the apprentice looks after the other work, but is interrupted by a sleighing party passing the window and he then leaves the clock store.
- Herold's Trumpet, A Reminiscence from "Aida" Verdi. Herr. Theo. Hoch.

AT A LOSS.

During the winter the public school has given a series of six lectures, all of which have been worthy of patronage, but it is found at the close of the series that a shortage of \$31.50 cents has been the result. The Mozart Symphony Musical Co., of New York, has been secured and it will appear at the Opera House on Saturday night, April 2nd. This is said to be an exceptionally good evening entertainment. Help the school out of its difficulty and enjoy yourself at the same time. Tickets at the New Era Drug Store.

THE CITY ELECTION

Two Tickets Nominated for City Officials to be Voted for on Next Monday.

VEATCH VS MEDLEY

In conformity with the usual custom in Cottage Grove, the City Council some weeks ago designated a date when the voters should assemble and nominate a ticket for city officers for the coming municipal year. Last Friday night being the time set, a large number of citizens met at the Opera House and at eight o'clock were called to order by Mayor Veatch, who explained the object of the meeting and called for nominations for chairman.

C. J. Howard and Frank Rosenberg were successively nominated but declined. Mayor Veatch was then nominated and declared chairman of the meeting. Frank Rosenberg was chosen secretary.

Nominations for mayor were declared in order. C. J. Howard placed in nomination the name of John S. Medley, J. P. Currin nominated R. M. Veatch.

The chair appointed as tellers, John Wallace and Ernest Lockwood.

The result of the ballot showed 95 votes for R. M. Veatch and 67 votes for J. S. Medley. The secretary declared Mr. Veatch, the nominee of the meeting for mayor.

Herbert Eakin was nominated by acclamation for treasurer.

Joseph Young was also nominated for clerk.

The representatives of Wards 1, 2 and 3 gathered in different portions of the room and proceeded to make nominations for aldermen.

In the 1st ward C. Jackson, D. B. Chamberlain and J. K. Barrett were placed in nomination. The first ballot no one having received a majority, the lowest man was dropped and upon second ballot D. B. Chamberlain having received the highest number of votes, was declared the nominee for alderman.

The second ward nominated I. H. Bingham by acclamation.

The third ward nominated Fingal Hinds in the same manner. When the meeting adjourned.

STILL ANOTHER TICKET.

Various elements in the city dissatisfied with the nomination for mayor Friday night, canvassed the matter until Monday night when they met and placed in nomination the following ticket. For mayor J. S. Medley, for treasurer Herbert Eakin, for clerk F. D. Wheeler, Alderman, 1st ward, D. B. Chamberlain, or Chas. Jackson; 2nd ward, I. H. Bingham or G. O. McGilley; 3rd ward, Fingal Hinds or W. T. Kayser. The first names for alderman were the nominees at the Friday night meeting but were retained on the Medley ticket.

There was also a ticket nominated by the prohibition people on Friday, last night, with W. F. Shanafelt for mayor and B. Markly for mayor, but has since been withdrawn.

In this city election no political line has been drawn. The candidates for mayor are representative citizens and both are democrats, they have resided in this community for many years and their merits are better known to the people than a comparatively new citizen could intelligently discuss. Each has strong adherents, each element in the city is divided upon the question, and the result will only be known when the votes have been counted next Monday night.

CHANGE IN ROAD.

In response to a petition. The County Commissioners recently appointed viewers who together with Deputy County Surveyor, Geo. B. Waggoner, went up to Sharps creek along which one road from the O. & S. E. railroad to Bohemia runs.

In a distance of four miles the present road crosses the stream four times. During high water it is difficult as well as dangerous to drive a team across, besides the road being along low land, is very muddy. Either the road should be changed or four bridges built. By building a new road some 3 1/2 miles along the southern slope of the mountain a good road bed would be had with only two short distances having a grade of 5 per cent, the low muddy ground avoided and this piece of road be built for much less than the bridges could be placed. It is hoped the Surveyors and Viewers report will be favorable and the Commissioners will order the change made.

Prices Lower at Our Big Sale

As we are going entirely out of business, we are closing out our entire line of merchandise at less than regular cost, for we must get our money out of them, and by buying now you can get good bargains.

FINE CLOTHING

UNDERWEAR

We still have a good stock of Clothing and Underwear to pick from, and at prices that will suit all. Come and examine them. Always willing to show them if you buy or not.

SHOES

OVERCOATS

GLOVES

We are trying to close out as soon as possible therefore selling our entire line much cheaper than could be bought in any of the larger cities, and just as good goods as could be got of any merchant in the northwest.

Cottage Grove

EAKIN & BRISTOW

Oregon.

NEW HATS AND CAPS

The very Latest Styles. Our Beavers are the best Hats made. See our line before buying. We can please you.

GARMAN, HEMENWAY COMPANY.

Leaders in Merchandising.