



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

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BOHEMIA MINING DISTRICT NEWS

Local and General Items from the Mining Sections of Oregon and Other States.

John Wigners is a visitor from the Bohemia mountains.

Archie Graham who has for some months past been employed at the Oregon Securities Mines is taking a vacation of a few weeks.

Wm. Wechter came from his home in Salem Monday night and went on Tuesday to his mining properties in Bohemia.

J. W. Cox the veteran Colorado miner, but who has been in Bohemia for some years arrived from camp Saturday. He will soon return to his work.

E. E. Gunn came from Bohemia last week where he has been mining for some months. He worked at the Felix Curran property and says it is a fine showing.

Chas. F. Mitchell whose home is in Eugene came from Bohemia Monday. After a short visit at home he will proceed to Southern Oregon to examine some mining properties.

John Graber one of the former owners of the Vesuvius Mine, is in the city a few days attending to some business matter. He has been working in Bohemia all summer and reports that great improvements have been the result of work done this year.

W. B. Dennis manager of the Black Butte quick silver mines came to the city Monday and took the South bound train for a visit to his Federal Loan mine in Grass Valley district California. He has received very satisfactory reports from the property. He will return in about 10 days.

Harry Supple, after some six weeks in Bohemia, where he was visiting the mines and prospects, returned to the city last week. It has been his custom for some years past to spend a few weeks in the district and write mining articles. Mr. Supple states: That in very many of the properties decided improvements have been made since his last years visit and he has unbounded faith in its future. He brought out small samples from a number of the mines.

Mr. and Mrs. James W. Sears came from Bohemia on last Thursday where they have been since the 14th of January. During this time Mr. Sears has been at work on his properties on the West Slope of Grouse mountain. On the Sunset lode the tunnel is 104 feet, 18 of which he drove recently, the vein is two feet in width and all good ore some of which will assay better than \$100. per ton.

On the Mountain Lilly Claim Mr. Sears says there are five ledges. A cross-cut tunnel of two hundred and seventy four feet in length has been driven and he thinks it will require

about fifty feet more to reach the first ledge. The surface showings of these veins are very fine they being of large size and will prospecting well in the pan.

Mr. and Mrs. Sears feel that they have earned a rest and will spend the winter in the valley and Southern Oregon.

Treadwell Mine.

Joseph McDonald, general superintendent of the Treadwell mines, on Douglas Island, Alaska, is staying at the Portland with his wife and daughter. Mr. McDonald is trying a change of climate for the benefit of his health, rheumatism having bothered him considerably, and will not return to Alaska for some months. He will go East from here, after spending some time in Portland.

"The stamps of the Treadwell mines never stop," said Mr. McDonald yesterday. "Day and night they are hammering out gold for the owners. We used to shut down for Christmas and the Fourth of July only, but now we do not stop for even those days. The men are about as well off, and they are paid double pay for those holidays. Workings are now carried on in the 800, 900 and 1200 foot levels. The deeper we go, we find the ore of the mine maintains its richness, there not being probably 10 cents difference in the assay values from the surface ore of that now taken out."

The men are taking out an average amount of 4600 tons of ore daily. This is of low grade, valued at about \$2.25 in gold. Fifty per cent of this is saved directly on the plates of the stamps, and the rest of the ore is shipped in concentrates to the Tacoma smelters, where 95 per cent of the assay value is saved. "Alaska has a great future as a mining country, but in our section it is no poor man's proposition. The ore is low grade and it takes a good deal of money to develop it. To put in a single stamp costs about \$1500, and to equip a mine with the large number of stamps necessary to get the gold in sufficient quantities from the low-grade ore costs a lot of money."

Mining Officials.

During the past week a distinguished German mining official arrived in New York and immediately inquired for the proper mining officials of this country, to whom he could go for information and authoritative assistance. He was told that the United States possesses no individuals coming under such a category, and that all there was to set opposite the elaborate bureaucracy of a European country was to be found in the state inspectors of mines, a class of men possessing different degrees of ability and handicapped by equally varied political entanglements. The United

States does not control the operations of mines. As proprietor, but not as sovereign, it sells the mineral lands of the national domain on certain terms and under certain regulations; but once the ground is sold, the Federal government cannot control the purchaser in his exploitation of it. The states individually have that power, and many of them have enacted under it laws which variously discipline the mine-owner; but such legislation is for the most part unsystematic, and affords no parallel to the conditions with which our German Ober-Berg-rath was familiar. Hence the unrestricted development of our mining regions; hence the vagaries of local mining regulations; hence also the freedom of individual enterprise. Absence of restraining authority has proved to be no less stimulating to exploration than lack of system has occasionally been disturbing to industry. The incident referred to is suggestive; our friends of the Mining Congress may properly consider it as emphasizing the need for a central bureau of mining, but if distinguished foreigners should be able some day to go to a national bureau or department—whatever it may be called—of mining, even the convenience of such a central organization will never place the mining industry under the control of the Federal government. Most foreigners, and even Englishmen, are prone to forget that these United States consist of forty-two sovereign states, each of which regulates its own affairs between pretty wide limits.—Engineering and Mining Journal.

Twelve Hundred Dollar Contract.

Thursday morning Mr. and Mrs. H. B. Hartley arrived in the city after a visit of several weeks in California.

Mr. Hartley stated: That he went to Portland where he met the officers of the Star Mining Company, which owns a group of twelve claims at the head of Martin creek in the Bohemia mining district and secured a contract to do \$1200, worth of work upon the claims. Some years ago some \$40,000 was taken from one of these properties the ore being crushed in a five stamp mill which is still upon the ground.

When the ore was exhausted above the tunnel level the mines and mill were closed. It is the purpose of the Company to extend a tunnel already started to a point below this rich ore shoot and when reached to repair the mill and begin operations. A sample of the ore recently assayed gave a return of \$200 per ton. Messrs J. B. Hengen, J. B. Glover and L. Y. Keady are stockholders in the company.

Saturday Mr. Hartley and wife went on to camp where they will remain at least until after the holidays.

One More Good Showing.

Philip Spang one of the old time miners of Bohemia came down from the mines Saturday. Where he has been doing development work on the Timber Basin Claim. He reports that the ledge at fifty feet from the surface is over eight feet in width, four of which next to the hanging wall is exceptionally good but the whole vein prospects well in panning. Samples have been sent to Portland for assay.

BOHEMIA MINE ASSOCIATION

Elects New Officers, Appoints Committees and Adds New Members.

At the last session of the Bohemia Mine Owners Association held Oct. 10th, the following officers were elected for one year. Eld J. Jenks, pres.; W. H. Shane, vice pres.; Al P. Churchill, secy.; Geo. O. Koovles, trans.; Board of Directors, Alex. Lundberg, F. J. Hard, J. C. Klappenstein, S. J. Brand and F. B. Landess.

Messrs F. J. Hard and Frank McIntyre were appointed to confer with a like committee from Cottage Grove Commercial Club in their efforts to annex to Lane county all that part of the Bohemia mining district lying and being in Douglas county.

Initial steps were taken toward the formation of the Bohemia-Eugene Club.

The session was very enthusiastic, largely attended and a number of new members admitted.

AL. P. CHURCHILL, Secy.

Black Butte Quick Silver Mine.

The following concerning the Black Butte Quick Silver Mines that are located about sixteen miles south of Cottage Grove is taken from an article which appeared in the Portland Daily Journal on last Sunday.

Mammoth Ore Bodies.

"The magnitude of the ore bodies cannot be appreciated until they are seen. The crest of a ridge rising 1,750 feet above the level of the creek, has, massive groupings continuously for a distance of 7,500 feet. These groupings are all impregnated with cinnabar. They appear as cliffs at times and great jutting rocks, but careful analysis along the line of the lode, which follows the ridge crest, shows them to be cinnabar ore. A vertical depth of more than 1,600 feet may be had by driving an adit from the level of the present furnace. Above this adit would be banks of 2,000 feet as the lode dips at about 37 degrees from the horizontal. Assume that the croppings of 7,500 feet define a low-grade ore body; take the general width of the lode, 400 feet as a fair average; reckon from the adit level indicated upward, where there will be no pumping, hoisting or shaft work and the result is bewildering, and may be divided many times and yet leave a tonnage available that would cause a Treadwell manager to pause.

MANAGEMENT IS RETICENT.

Mr. Dennis makes no statement as to how much of the lode that has been opened by his several thousand feet of development will be commercial ore by present process or the more improved furnaces he is working on. In fact he makes no assertions relative to the mine. He has been busy six years developing the group, and acquiring territory. The company now has more than 2,000 acres of land in a compact mass, covering all of the cinnabar deposits of the Black Butte district save that owned by a neighboring Portland company. The mine manager merely says he is satisfied with his mine, and is taking his own time to bring it to the producing stage. In a general way he says that if he can perfect mechanical devices and a furnace capable of handling profitably an ore carrying 2 per cent cinnabar, he will have immense reserves ready for the smelter when it is completed.

DEVELOPMENT ON LORE.

No development has been prosecuted from the site of the present furnace. The lowest adit yet driven will give a vertical depth of 850 feet when under the apex of the mountain. This tunnel was a cross-cut for 480 feet. Where it cut the lode there was 120 feet of ore in width regarding a low-grade product. A drift of 500 feet has been made on the vein from this crosscut and three minor crosscuts made between the point of intersection and the fact. The first of these crosscuts is 57 feet long, the second 67 feet and the third 47 feet, all being in cinnabar ore.

Tunnel No. 4, driven on a level 200 feet vertically above the lower adit, has been carried about 1,000 feet on the lode, and has numerous crosscuts along this drift, proving a large body of cinnabar. No. 2 tunnel, 200 feet higher, also has a length of about 1,000 feet, all on the vein, and has numerous crosscuts. On the apex open cuts and shallow tunnels have been made along the course of the great ore body. On the other side of the divide a considerable amount of work has been done opening the lode from that direction.

Proposed Electric Road.

The Eugene Register last week gave the following interview with H. C. Diers, Chief Engineer of the Willamette Electric Railroad. Mr. Diers said: "In his report to the mass meeting, Mr. Archer covered the ground thoroughly and explained the proposition fully, so I do not know of any more that could be said at this time, but in a short time I think we will be able to give the people more news on this subject, which will be as interesting as that which already has been published. However, I will say that the people of the Willamette valley need some education on electric railroads.

"Those residing in the valley and not having been in the Middle and Eastern States have no conception of what an electric road does for the small towns, villages and farming districts in those states, for if we look over the electric railroad systems of those states, we find that today, inch by inch, the field is being contested, and slowly, but surely, the steam locomotive is giving way to the insistent electric locomotives.

"A dozen years ago, it was only the horse cars in the town that were threatened by electric traction. Then the electric car poked an inquiring tentacle over the city limits and into the suburbs. The results were satisfactory and swiftly the electric lines flung their spider filaments from town to town, and now great sections of the country are cobwebbed with them. The electric railroad map of some of the states looks as complete as that of the steam railroads.

"Today one can travel on electric roads through the states of Illinois, Indiana, Michigan, Ohio and Pennsylvania without changing cars. The reason why this system of transportation has developed in so few years in leaps and bounds is because the electric road has five distinct advantages over a steam road:

"First—It can run separate cars at frequent intervals, and can take on and let off passengers anywhere along the road.
"Second—It can take people near their homes and offices and make profits from them at nominal fares.
"Third—In giving a freight service along its lines, it is as flexible as an elephant's trunk, and as adept in picking up little things.
"Fourth—It grows rich off the crumbs of the business that a steam road would despise.
"Fifth—It is always ready to go out of its way to accommodate the special needs of its patrons, in fact there is no troublesome red tape about the electric railroad system.

"With such distinct advantages in its favor makes it very obvious of what can be done with such a system in the Willamette valley, when connected with a seaport on the Oregon coast."

DIED—At Eugene on Saturday, Ira L. Campbell, aged 46 years, 4 months, 15 days.

Mr. Campbell was born in Lane county, May 1858. Was a former owner of the Eugene Guard.

He leaves a wife and two children and four brothers two of whom J. R. and E. L. publish the Eugene Guard.

Vesuvius Stamp-Mill



The Hammond manufacturing Company of Portland has just completed the ten stamp mill for the Vesuvius Mining Co. at Bohemia. The mill is modern and up to date in every particular. It is located by the side of the Bohemia wagon road about 100 feet from the mouth of the lower tunnel and 2000 feet below the upper tunnel. An ariel tram has just been completed which will convey the ore from the mine to the mill. Some idea of the timber in that section can be had from the picture. Most likely by the time this paper reaches its subscribers the mill will be in constant operation.

FOR BETTER ROADS

Cottage Grove and Black Butte Highway Receives Attention.

At a meeting held last Saturday at Grange Hall a large gathering of people living along the Cottage Grove and Black Butte road discussed plans for better roads and appointed a committee to have charge of the work and funds therefor.

The committee is composed of W. B. Dennis, Alf. Fallon and John Fallon, who will work with the present road supervisors in execution of plans for improving the road to London and Black Butte.

It is proposed to render an accurate account of money expended by the committee to the County Commissioners and to show what every cent is expended for.

Last year a considerable amount of money was expended on the wagon road between Cottage Grove and London. The money was raised by subscription and by a donation from the county.

It has been customary for the county to furnish an amount equal to that raised by subscription.

It has been determined to still further improve the road and continue on to Black Butte. A considerable sum has been subscribed and last week Mr. W. B. Dennis manager of the quick silver mines at the latter place appeared before the county court and asked for assistance from the County. Good roads are very necessary to the growth and prosperity of the country.

"THE WHITE MAN'S BURDEN."

He had won his Ethel after a protracted courtship, and now, although he was doted with a sense of delighted security, he thought it wise to ask one or two questions.

"I am sure you are not the sort of girl who would tell of domestic troubles before a man had eaten his dinner," he said, with confidence, but a rising infection.

"No, indeed," said Ethel.

"And when I mean a little ruffled or worried you'd be the very one to say something things. Now, wouldn't you?" proceeded Henry.

"Certainly, I assure," said Ethel, "and you'd live to do it, too, I know."

"Do what?" asked Henry, with a sudden fall to earth.

"The soothing and comforting, and putting me a good humor when the cook had been called to her aunt's funeral for the third time, and your business friends were coming to dinner," said Ethel, gently.

"Yes, of course I should try to," faltered Henry.

"And when you'd been bored at the office with your cousin from the country you'd never speak of it till dinner was all over, would you, dear Henry?" said the trusting Ethel. "I know the sort of man you are, who wants to carry his share of the burden, don't you?"

"I hope you do," said Henry, in a disheartened tone. "Let us speak of the new anguishes, Ethel, and why not go out on the piazza, where it is cooler?"—Youths Companion.

W. B. Watson, of Glendale, was recently convicted of arson and Judge Hamilton gave him 15 years at the penitentiary.

Long & Bingham's Stock

The money you save in this closing-out sale is worth your while to lay in a supply.

REGULAR		SPECIAL	
25c	Gold Dust,	20c	50c
20c	Dew Drop,	18c	10c
10c	Felt's Naptha,	6 1/2c	5c
5c	Savon 12 oz soap,	3 1/2c	50c
5c	Tar Soap,	4c	35c
25c	Castile,	20c	25c
10c	Giant Lye,	8c	10c
10c	Machine Oil,	7c	5c
10c	tove Polish,	6c	15c
15c	Grape Nuts,	12c	10c
15c	Foree,	12c	20c
15c	Vim,	12c	15c
25c	Coffee,	19c	25c
20c	"	15c	20c
25c	Gilt Edge Stove Polish,	20c	15c

Quite an assortment of furnishings, shoes, etc., that are sold at and below cost. Take advantage of this sale. Terms cash.

LADIES :: :

If you want a nice Fur Boa just to keep the chill off, we received a few at a special price and will close out at Bargains. Open Wednesday. Also Children's and Misses' Furs. Now we will give you prices.

Welch & Woods