

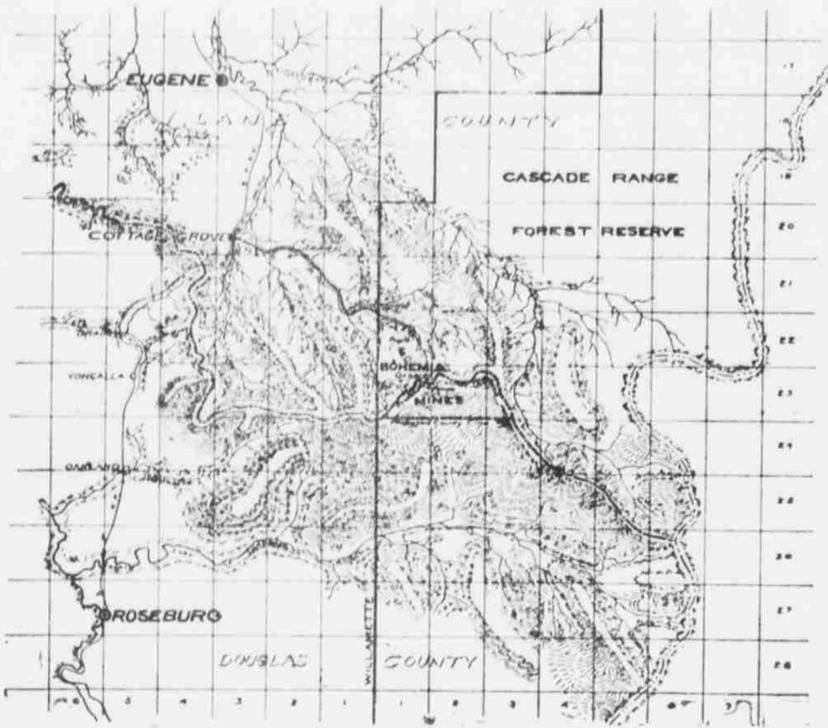
# BOHEMIA NUGGET.

Devoted to the Mining, Lumbering and Farming Interests of this Community.

VOL. IX

COTTAGE GROVE, LANE COUNTY OREGON, WEDNESDAY, FEBRUARY 13, 1907.

NO. 2



Map Showing proposed change in county line between Lane and Douglas Counties.

## BOHEMIA MINING DISTRICT SHOULD BE IN ONE COUNTY

In behalf of the mine owners and miners of the Bohemia Mining District, I wish to point out a few facts and reasons why we want, and should have our petition granted relative to uniting our district in one county.

We say, put us in Lane County, not because of any prejudice against Douglas County or in favor of Lane County.

The officials of both counties have always been courteous and considerate in matters referred by us to them.

We say put us in Lane County because we are mostly in that county, and many of our claims extend into both counties, and main workings or mouth of tunnels, boarding houses and mills are in Lane county and by present boundary line the face of the tunnel is in Douglas, thus leading to complications in many ways. The distance and condition of the roads are much more in favor of Eugene as a county seat than Roseburg.

There is no road of any kind direct to Roseburg except by traveling over Lane county roads, which is only 17 miles to the O. & S. E. railroad (now building into the district) hence by railway to Cottage Grove, and 55 miles south to Roseburg or 21 miles north to Eugene, or if we have to transact business on both ends of our claims we must go both north and south.

Owing to the good condition of Lane County roads into the district, and the coming railroad, we can see no change probable, in favor of Roseburg ever becoming more accessible to those of us having business at the county seat, for it would be a long and expensive road to give us any kind of an outlet in Douglas County.

The principal improvements are in Lane County, where the greater part of the taxes will be paid and the money for the improvements of roads has and will come from laborers; and miners are caused a hardship by being compelled when necessary to collect claims to go so far and often files in two counties.

The small area asked out of Douglas County is very small. We do not know that that county has ever spent a cent for improvements in the territory asked, nor has there accrued any material benefit in taxes or otherwise to said Douglas county, (we understand taxes not to exceed \$150.00 per annum has been collected by that county.)

We feel that while it is very important to us, we are asking but little. In fact the slight change works no hardships or benefit to anyone except the mine owners in the district, and really is necessary, to define just where the county line is in many places. The change

asked cuts out a ragged line and gives a definite straight line boundary.

This is not a Eugene or Lane county move, it is a request of the mine owners of the district, a petition adopted by the Bohemia Mine Owners' Association and signed by all the members asking for this change has been forwarded to the legislature.

This association is not composed of those who come and go, every member is a mine owner and have the betterment of conditions of the district at heart and pocket.

The writer is manager and principal owner of two large mining companies owning 25 claims all in Douglas county. Has expended many thousand dollars on these properties and five thousand on road work to connect these Douglas county properties with the Lane county road, the only outlet from the district.

I also control and manage another mining company, owning sixteen claims partly in Lane and partly in Douglas county, all buildings and mills are in Lane county, though the miners at the end of tunnel are working in Douglas county.

I represent interests owning over 1000 acres in the district, all interests alive, all properties upon which development is being pushed as rapidly as money can send it.

I join the mine owners of the district in asking you to set into Lane county the small amount of territory as shown in plat, from Douglas county, thereby greatly reducing some of the difficulties we are under in trying to develop this part of the state.

F. J. HARD.

EDITOR NUGGET:—I am heartily in favor of the proposed change in the lines of Lane and Douglas counties, whereby all of the Bohemia Mining Districts will be in Lane county.

I have been mining in the district for over five years.

I represent the Bohemia Gold Mining Company, which has expended about \$40,000 and the Crystal Consolidated Mining Company, which has expended about \$50,000 in the district.

The Bohemia Gold Mining Co. owns fourteen claims, ten of which are in Lane county and four in Douglas county. The Crystal Consolidated Mining Co. owns ten mining claims, nine of these are in Lane county and one in Douglas county.

Cottage Grove is the natural gateway to the Bohemia district. Lane county has spent considerable sums of money on the wagon road from Cottage Grove to Bohemia.

It often happens that we have to record location certificates, deeds

and mortgages to the same claim in both counties.

The county seats of these two counties are over seventy miles apart. Thus we are put to a great deal of expense, time and annoyance in filing papers of our mining claims.

It often happens as in the case of the Music, Champion, Vesuvius and other mines. That the tunnels are started from the surface in one county, and their interior end or face in the other county. If a miner is hurt in one of these tunnels and wants to begin suit for damages it is a question, in which county he was injured, and as it is indefinite where the dividing line is in some parts of the district, expensive litigation is liable to arise.

I own one mining claim and I do not know what county it is in. It lies between two ridges and either one of them could be taken as the dividing line between the two counties.

Douglas county has not built one foot of wagon road within the limits of the district. The mine owners have built over eight miles of wagon road within the limits of Douglas county at a cost of over \$5000.

Even if Douglas county should build a wagon road from Oakland or Roseburg to the district it would be used but very little and would not be of any practical value to the mines.

A railroad runs from Cottage Grove to within 17 miles of the center of the district and all of the freight to and from the mines will always go by that route. For these reasons I am heartily in favor of the proposed change.

Geo. W. LLOYD.

Editor Bohemia Nugget, Cottage Grove, Oregon.

DEAR SIR:—With reference to the matter of changing the Lane-Douglas line as proposed in a bill now pending before the Legislature we will say that the North Fairview Mining Co. is a heavy owner of property in both Douglas and Lane counties and we urgently advocate the proposed change for the following reasons:

The miners and citizens of Lane county have worked for years developing the Bohemia Mining District, they with aid from the Lane county court, have expended over \$75,000.00 in building roads and bridges leading into the district in addition to the hundreds of thousands of dollars that they have spent in developing their mining properties and they should be afforded every facility and convenience to aid them in their work.

That there is no road and no practical means of travel from the district into Douglas county.

Practically all mining claims and properties situated in the territory in question are owned or operated by persons residing in Lane county and all business transacted at the Douglas county seat must be done at a very considerable additional ex-

pense any inconvenience on account of the distance which is almost double what it is to the Lane county seat.

The Oregon South Eastern railroad is now built and operating its line in transporting ores, passengers, mails and supplies to and from the Bohemia mines and only lacks about six miles of track to complete the road to its terminus at Bonita, Oregon.

Lane county is, and always has been the base of operations and supplies for the entire Bohemia district.

We feel that it is important that the roads should be under one system and supervisor.

In the matter of survey for U. S. patents and the filing of legal documents the existing boundary line has caused great inconvenience and expense from the fact that many of the mining properties are divided by this line, thereby making it necessary to file records in both Lane and Douglas counties.

The proposed change of line has been advocated by the mine owners of Bohemia for several years and we sincerely trust that the bill now pending before the State Legislature will receive favorable action.

Very Truly Yours  
L. N. RONEY, Pres.

EDITOR BOHEMIA NUGGET:

Dear Sir: You work in behalf of the proposed change in the southern boundary line of Lane County by which the Bohemia Mining District will be all included in one county, in line with the best interest of the district.

The location of the veins in relation to the main summits of the ridge dividing the two counties of Lane and Douglas, is such that many of the leading properties of the camp lie partly in each county. In some cases the mine is in Douglas County and the reduction works and camps are in Lane County.

The advantages that would result and community of interests that would be promoted by having the camp united in one county, would greatly assist in its development. I sincerely hope that this may be accomplished and I believe the proposed changes will accomplish the desired result to the best interests of the district.

Yours Sincerely,  
A. B. WOOD,  
Manager Oregon Security Co.

ED. NUGGET:—I own mining claims in both Lane and Douglas counties in Bohemia Mining District. It is a great inconvenience to have our properties divided in two counties.

I can not see any reason why Douglas county can lay any claim to a part of Bohemia as against the owners of the ground in question; all desire to be united in one county and Lane county with Eugene as the county seat is the only reasonable way to accommodate the miners and mining companies operating in Bohemia. I hope the Legislature will pass the bill to unite Bohemia in Lane county.

Geo. McQUEEN.

ED. NUGGET:—I am not in favor of robbing any man to pay another, or any county to enrich its neighbor county. But the Bohemia Mining District is so geographically situated that it is but little value to Douglas county and would be of inestimable value to Lane county, as all communication to and from the district is by railroad and wagon road from Cottage Grove in Lane county. Hence it will be well to so change the dividing line to include all the District in Lane county. I own mine properties in the District in both counties, have mined and been familiar with the District for many years.

W. W. OGLESHIV.

U. of O. Students Visit Southern Oregon.

Prof. Terril of the University of Oregon with eight students from the department of mines at the University started Monday for a week of practical experience at the mines. They went to Jacksonville, Oregon, where they will visit the Opp mine and make a study of actual work in underground surveying, on their return will visit the great power plants on Rogue River and from Grants Pass will go up Louise Creek to the Grant Hill mine where another opportunity will be given to see underground engineering.

Lumbermen and Shippers Meet in Cottage Grove.

The meeting of Lumbermen and Shippers held Feb. 9th in the rooms of the Commercial Club was called to order by Pres. Hinds of the club at 3 o'clock p. m.

C. P. Jones, secretary of the club stated the object of the meeting followed by T. K. Campbell with remarks showing why the meeting was called and explaining the situation as he saw it at Salem. On motion Geo. Cornwall, C. H. Burkholder and J. B. Hopkins were added to the committee on resolutions.

Meeting adjourned until evening, EVENING SESSION.

Meeting was called to order by Pres. Hinds, T. K. Campbell was elected chairman and C. P. Jones, Jr. Secretary.

Telegrams and letters were read from some of the Senators and Representatives at Salem also a number of shippers expressing their regret at not being able to attend.

Chairman Campbell then announced that the club had made the call for the meeting, that it was now proper for those present to effect an organization. C. J. Howard read the following resolutions which were on motion adopted:

RESOLVED, That it is the sense of this meeting of Shippers and Lumbermen of Central Oregon, representing 150 mills, that we unanimously endorse House Bill No. 2, known as the Chapin Bill, now before the Legislature of the State of Oregon for adoption; as agreed upon by the joint committee of the House and Senate. Be it further

RESOLVED, That it is the sense of this meeting that the Chapin Railroad Commission Bill be treated as a purely business measure.

WHEREAS, The Southern Pacific Company have again sounded the death knell to the lumber industry of Central Oregon by advancing the freight rates on lumber from the Willamette Valley to California and bay points from \$5.17 per thousand feet to \$8.33 per thousand feet, thus again asserting the all powerful and dominating influence of the Harriman system from which the helpless shippers have no means to redress, and

WHEREAS, The people and industries of Oregon have already contributed large sums of money in excess of a fair and reasonable interest on the bonded indebtedness and watered stocks of the railroads in Oregon, which has made it possible during the past six months for Mr. Harriman to acquire over \$100,000,000 of stock in the Illinois Central, the Baltimore & Ohio, the New York Central, the Atchinson, the Chicago & Northwestern, the Chicago, Milwaukee & St. Paul, and the St. Joseph and Grand Island Railroads, and

WHEREAS, The larger portion of this vast sum was wrung from the people of Oregon to further gratify the overweening ambition of Mr. Harriman, he now seeks to impose a still greater tax on the important industries tributary to his system. Therefore, be it

RESOLVED, That it is the sense of this meeting that a committee be appointed to wait on the Harriman traffic officials and demand that the \$3.16 rate be maintained. The committee to report to the Commercial Club of Cottage Grove the result of its labors. And further be it

RESOLVED, That the terrible ambition of Mr. Harriman, and the methods by which he puts that ambition into operation, must be curbed.

J. H. Chambers, A. C. Dixon and J. J. Kinney were named by the chairman as the committee to carry the appeal for help to the traffic officials of the Harriman lines, as per resolutions adopted.

On motion of C. H. Burkholder, a vote of thanks was given the Lane County delegation at Salem for the stand they have taken on the railroad legislation.

A general discussion of matters at issue was freely indulged in by those present. Mr. Geo. Cornwall of the Pacific Timberman, Portland delivered an address of interest.

The following committee was appointed to take action towards the organization of a permanent association for the protection and promotion of the lumber industries of the Willamette Valley.

J. H. Chambers, A. C. Dixon of the Booth-Kelly Lumber Co., J. J. Keeney, Leona Mills Lumber Co.,

Fred Russell, Chambers Lumber Co.; Henry Fischer, Brown Lumber Company; W. C. Watrous, Morris McKibben, McKibben Bros. Lumber Co.; J. B. Hopkins, Eugene Lumber Co.; Geo. Taylor, Taylor Lumber Co.; Chas. K. Spaulding, Spaulding Logging Co.; John H. Shaw, Curtis Lumber Co.; M. E. Dunn, Wildwood Lumber Co.; J. S. McGladys, Mohawk Lumber Co.; Geo. Gerlinger, Willemette Lumber Co.

Meeting adjourned subject to call of the chairman.

### BOHEMIA NOTES.

All Churchill and Elza Holderman are working on one of Mr. Churchill's properties.

The Oregon Securities Company are steadily pushing on the work from the Champion Basin side.

Day and night shifts are running the cross-cut tunnel at the Vesuvius from the Wild Hog deep tunnel to cut other veins, and are preparing the way for a large production of ore when the weather gets settled.

Edd Jenks and Ben Curry are working on their contract at the Golden Slipper property.

Reub Thom and Clarence are working at the Royal Flush.

Dick White is getting ahead with his tunnel.

Charley Otterson is running two shifts at the Oregon-Colorado tunnel and reports splendid showing of ore.

Work is going on at the Bohemia Queen mine.

Sherman Clark and brother are at the Combination.

Bill George is making good headway with his contract on the Boston group.

F. J. Hard is in Salem today to meet with the committee on county lines relative to the desired change in the Bohemia Mining district.

Jack Klofenstine has gone to Nevada with a number of other miners for the winter.

### Notice of Annual Meeting.

Notice is hereby given that the annual meeting of the stockholders of North Fairview Mining Co. will be held at the office of the company No. 455 Willamette street, Eugene, Oregon, on Monday, February 18, 1907, at 4 o'clock p. m., for the purpose of electing five directors to serve for the ensuing year.

HERBERT LEIGH, Sec.

### Cottage Grove Local in a Smashup.

The Cottage Grove local leaving here a 5:10 Thursday morning, owing to a very heavy fog, went against the rear end of a freight train at Junction City. No one was injured beyond a few bruises the fireman received from jumping from his engine. The engine was put out of service and the regular caboose also an extra that was attached to the freight train were both splintered to kindling wood. Two brakemen were asleep in the caboose and escaped unhurt. Several people from here were on the passenger.

### The Chapin Bill.

The Chapin bill passed the House Monday evening with the proviso that appointment be made by the board—Governor, Secretary of State and State Treasurer. The Senate will have something to say before it becomes a law.

### L T L

The contest at the Opera House Feb. 6 was one which was a credit to the W. C. T. U., and especially to Mrs. DeSpain who has worked so hard in the L. T. L. The program as rendered showed that a good deal of work had been done by the contestants and trainers. Mrs. DeSpain is doing a good work in Cottage Grove in the Loyal Temperance Legion and the parents of this city should send their children and lend their sympathy to her in what she is trying to do. The L. T. L. meets every Thursday at 4:15 p. m. at the M. E. church.