

Lane County Leader.

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EDITOR COWGILL OF BAKER CITY

Was Most Favorably Impressed With Bohemia, and our Western Country Generally.

EVIDENT PROSPERITY

Towns Growing—Fine Grain and Fruit Prospects—Mills and Logging Camps Busy.

"Not before in a decade has all Oregon presented such clean and prosperous conditions as are apparent everywhere throughout the state today," said W. C. Cowgill, city editor of the Baker City Democrat, who visited Cottage Grove last week, mention of whom we made in the last issue of the LEADER. On his return to Portland Editor Cowgill had this to say of the Bohemia mines and our country generally, to a Telegram reporter:

THE BOHEMIA DISTRICT.

"I have just returned from the Bohemia district. The Bohemia mines are booming. New machinery is going in and the mines are developing ledges of valuable ore. G. B. Hengen, of New York, who last year built 15 miles of railroad from Cottage Grove headed towards the Bohemia mines, came down with me on the train on his way back to New York, and during our conversation stated that he intended to complete the line this summer and put it in full operation for the 35 miles east of Cottage Grove. This will give direct rail connection to a very large mining and timber region, and it will keep the road busy hauling machinery, sawlogs and ores.

THE OTHER MINES.

Blue River mining district, out of Eugene, and the mining district about Grants Pass, Medford, Gold Hill and Ashland are all equally prosperous, and the mining companies and people generally expect a substantial boom and increase of business. It is believed that the ore belt of Southern Oregon is a continuation of rich zones originating on Snake river in Northeastern Oregon, and as depth is obtained in the mines the values in copper, gold and silver increases.

BEAUTY UNADORNED.

"From one end of the Willamette and Rogue Valleys to the other is a continuous garden spot interspersed with mountains and trout streams where nature has lavished her best gifts for the profit of man. Plowing is well under way, winter wheat is up, orchards have been trimmed, the trees are in bud, some in blossom; peaches, apples, apricots, grapes,

pears, prunes, alfalfa and wheat vie with each other in setting off a landscape bounded by snowcapped peaks. Farmers say that the season promises one of the best in their history and that the acreage under cultivation is larger than ever before, with very appreciable increase in the number of bearing fruit trees. The railroad company is everywhere improving its facilities, warehouses, sidetracks and roadbed with a view of taking care of the coming business. Hundreds of homesekers from the east are visiting all through these valleys and many of them are purchasing farms, locating claims or going into mercantile business or manufactures.

TOWNS GROWING.

"The towns and cities through the Willamette and Rogue River valleys have made remarkable progress during the past year. Eugene, Albany, Salem, Cottage Grove, Roseburg, Grants Pass, Ashland and other towns, are on the rapid move of progress and development. Handsome station houses, artistic school buildings, city halls, commodious and modern business blocks, splendid hotels, clean streets, many miles of macadam roads are found everywhere.

IMPROVEMENTS.

"New buildings are contracted for in Eugene, Grants Pass, Woodburn, Roseburg, Cottage Grove and Medford. The southern portion of the state is riving with the eastern portion of the state along these lines and proposes to gain the same prominence and prosperity now enjoyed by our section of the state. I can say for Eastern Oregon that we bid our friends in the south and west 'Godspeed.'"

Ticket Collectors on the Trains.

The conductors on the Southern Pacific railway have received orders that on April 15th a new system will be inaugurated on the passenger trains of all lines owned by the Harriman interests.

To begin with the conductors are relieved from all ticket collecting, a man for that especial purpose to be appointed for each train.

The conductor will be in charge of everybody on his train and will attend to nothing but the running of the train. He will have absolute control of the entire train.

Along with the change comes a rise in the salaries of the conductors. They will when this new system is put into effect, receive \$135 per month.

Hereafter, under this new order the "spotters" will have to "spot" the ticket collector instead of the conductor.

The reason for the adoption of this new system is on account of the frequency of wrecks the last few years. The conductor will now have more time to look after all departments of the train and will be on the lookout more sharply for any probable cause for a wreck.

ON TO THE BOHEMIA MINES

Will Soon be the Clarion Cry of the Assembling Hosts at Cottage Grove.

O. & S. E. OFFICIALS BUY ROLLING STOCK

In the last issue of the Lane County LEADER appeared quite an extended interview with G. B. Hengen, principal owner and promoter of the Oregon & Southeastern railroad, building from Cottage Grove to the Bohemia mining camp, and the promoter of the Oregon Securities Company, which controls some of the principal properties of the district. On his departure from this city Mr. Hengen went to Portland where he was accompanied by John H. Pearsons, superintendent of the road, to see about getting some more rolling stock for the road in the way of passenger coaches, to accommodate the growing travel on the new road to the mines.

Superintendent Pearsons says it is fully assured that the line will be completed this year to the terminal at Warehouse. Travel is good and Bohemia camp's population is enormously increased already through the influx of miners—some with money of their own to invest—from Cripple Creek. Many more are coming from that and other old mining camps.

President Hengen said that, from the activity going on at the present time, Bohemia would be one of the liveliest places in the state this year. Mr. Hengen gave out that the Champion mine is and has been in full operation day and night, and working on a good grade of ore. There is an abundance of fuel in that vicinity contrary to an impression created by an erroneous report lately given out, he said.

Mr. Mathews, superintendent of the Champion mine, is making arrangements in San Francisco for the purchase of a complete electrical power and lighting plant for the mines for his company. This plant will cost in the neighborhood of \$50,000. Owing to the economy of the system, it is impossible to get along without electrical power. The plant will have 500 horsepower and will be modern in every particular. There is more going on in Bohemia than in all the history of the camp before, and this year will be a big one in this district now that the railroad is nearing completion.

The superintendent of the O. & S. E. R. R. is also starting to drive a tunnel through the saddle of the mountain range, about 1200 feet in length, which will bring Musick ores into the Champion basin. The object of tunneling is to center all the ores into the Champion basin. In addition, it is intended to build at once a new mill building in the basin and take the machinery from Helena and Musick mines and put them all under one roof with new machinery. It is proposed to have a 30-stamp mill in operation under one roof. Furthermore, to have 12 concentrating tables with a capacity of 100 tons per day. On the properties there are about 18,000 feet of tunnels at the present time. There is going to be a great influx of people this summer, besides the regular force of men working in the mines.

Mr. Pearsons gave out that the construction crew of the O. & S. E. would have a big steam shovel within a short time, and the road would be ballasted up. There are several water falls along the road, capable of furnishing a vast amount of power when harnessed up. The road has a grade of about 20 feet in a mile, and can easily haul up to Warehouse as many empty cars as one engine can bring down to Cottage Grove loaded.

The lumbering possibilities are good between Cottage Grove and Bohemia and several mills and large logging camps have already been established and many more will follow, to which, when not located on the main railroad, spurs will be built to bring out their product. Taking the mining and lumbering resources together in this part of Lane county and you have a combination of natural wealth producing interests, which as they are more fully developed from time to time grow in importance and will bring about on every hand scenes of business activity and general progress never before experienced or witnessed in Western Oregon. The season promises to be unusually active and prosperous.

BIG DONKEY ENGINE

Long & Bingham Makes a New Purchase to Increase Logging Facilities

COST THREE THOUSAND

A fine new forty horse power logging engine was received by Long & Bingham, the enterprising lumber manufacturers of this city, Monday, which will double the capacity of their logging camp on Mosby Creek. For some time they have been pursuing logging operations on the Limebaugh place with a single logging or donkey engine, but having cut about all the timber on this place they have transferred these operations principally to the Kile place where the new engine was taken and installed for business Tuesday. These engines are mounted on huge runners sledges, so that they may be drawn or about from place to place and put in position for work by teams or oxen. This new equipment has cost this energetic local firm about \$3000, but was money well and judiciously expended. Along with their rapidly increasing business will come many other valuable improvements from time to time and this company which started in a small way only about a year ago will soon develop no doubt, into one of the largest timber and lumbering institutions in the county.

NEWS SUMMARIZED

A Complete Resume of the Days Doings Caught From the Wires

AND SERVED RED HOT

N. K. Fairbank, the millionaire meat-packer and soap manufacturer died at Chicago Friday.

The new cable recently laid from San Francisco to Honolulu is to be extended to the Midway islands.

Astoria is all right. The city is raising a fund of \$5000 to be expended on an exhibit at the Lewis and Clark fair.

J. T. Martin, committed to the asylum from Lane County, Feb 11, 1903 was discharged, March 23, 1903, as cured.

The town of Lyons, Linn county, was almost wiped out by fire late last week. The hotel, store and warehouses constitute the greatest loss.

Portland's venerable mayor, Hon. Geo. H. Williams celebrated his 80th birthday anniversary last Thursday. Oregon's "grand old man" was justly honored on the occasion.

Low fares have brought fourteen thousand people into California in the last seven weeks. And the Northwest is getting a share of the annual westward movement of the people.

There is a rumor in railroad circles to the effect that the Southern

Pacific Company has in contemplation the construction and equipment of a double track between Portland and San Francisco.

A decision of the Supreme court in New York State recently held that Christian Scientists can use prayer instead of medicine for the sick if by mutual consent. The case resulted from the death of a child of a prominent Christian Scientist and his failure to procure medical aid was pronounced "no crime."

Mr. and Mrs. A. R. Shannon were buried in the same grave at Beverly Mo., recently. Their deaths were only a few hours apart. One was 79, and the other 78, and they had lived together in marriage 56 years. Such a married life and such a burial is the ideal of every happily married couple, but one that is seldom attained.

A side rod on the engine of north-bound passenger, No 12, broke two miles south of Riddle. At 9:15 Friday wrecking the train. The engine, mail, baggage and smoking cars tipped over against the bank. Mail Clerk Brown was injured in the back and limbs. A wrecker from Roseburg went to the scene of the wreck, and cleared the track.

Railroad ties are darwing heavily on the timber reserves of the Northwest. The Great Northern is experimenting with a three-cornered tie. It costs more to cut, still it is said that its resisting power greatly exceeds that of the usual flat tie. If a success that will be something new under the sun, and, like most other discoveries, a very simple one.

Roseburg Land "Rush"

ROSEBURG, Or., March 27.—The land rush crowd was orderly all night. Those expected from the South did not arrive, but many Roseburgers entered the line at 7 o'clock. Just before the door opened a fellow tried to enter the door, and an officer pulled him out and took him to the rear end of the line. When the doors opened all passed through in an orderly manner and signed their papers, taking their registered numbers, and after the papers were compared all were recalled by their numbers and their filings accepted. Several of the Easterners, among them a few ladies failed in their efforts to secure claims.

[The U. S. land office at Roseburg issued official notice that township 31, in ranges 9 and 10 would be thrown open for entry Friday, March 27. This land consists largely of timber and lies west of West Fork, in the extreme southern portion of Douglas county. There was a rush as great as the one experienced last April when a pane of glass was smashed out of one of the land office windows by the jam of impatient people anxious to file on the most desirable locations.—Ed.]

PASSING OF A PROMINENT MAN

H. W. Corbett, Ex-Senator, Banker, Philanthropist and Pioneer Died in Portland.

END CAME SUDDENLY

Has Been Closely Identified with Oregon's Progress and Advancement Fifty Years.

Henry W. Corbett, the well-known Portland pioneer, banker and business man, died at Portland Tuesday morning, March 31, 1903, of heart failure. He attended to business affairs up to within 24 hours of his death. Public obsequies were held today at the First Presbyterian church in Portland. The casket was open to the view of the public from 1 until 2:30 o'clock. The funeral ceremonies then began. Dr. Edgar P. Hill, pastor of the First Presbyterian church, of which Mr. Corbett was a member since 1837, officiated at the ceremonies. Interment in Riverview cemetery, where repose other members of Mr. Corbett's family. Services at the grave were private.

Mr. Corbett was born in Massachusetts, February 8, 1827. He began his mercantile career at the age of thirteen, and in 1850, when but 23, his New York employers furnished him with capital necessary to ship a general line of merchandise around Cape Horn to Portland, then a village of 400 or 500, and five small stores. Within 14 months he had disposed of the goods at a net profit of \$20,000. He began a general merchandise business again about a year afterwards, continuing till 1860, when he sold out and changed to the hardware branch of trade. Was contractor for carrying mails between Sacramento and Portland from 1866 to 1870, when on his election to the United States senate he relinquished the contract. With the late Henry Failing purchased a controlling interest in the First National bank of Portland in 1869. He was a large owner of real estate in Portland and built a number of substantial business blocks. Responded liberally to every subscription for public interest or charity, and gave \$35,000 toward the erection of the Presbyterian church. His benefactions, public and private, were many.

Superintendent-elect James, of the state prison, Saturday appointed G. F. Johnson, of Baker City, deputy warden. Mr. Johnson will succeed E. A. McPherson, who has been advanced to the first wardenship.

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