

Lane County Leader.

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COTTAGE GROVE, OREGON. The headquarters for three great lumbering companies. Only gateway to the rich Bohemia gold mines, and the black little cinnabar mines.

VOL. XV

COTTAGE GROVE, LANE COUNTY, OREGON, JULY 17, 1903.

NO. 13

NEW MINING MACHINERY

The Crystal Consolidated Mining Co. Will Install a New Plant.

RICH ORE ON DUMP

Ready for Milling—New Road to Mines—A Dividend Paye.

About two years ago the Crystal Consolidated Mining Company, of which Geo. W. Lloyd, is president; Frank Jordan, secretary and F. D. Wheeler, treasurer, was organized at this place and soon thereafter active development work was commenced on their mining property in the Bohemia district, known as the "Crystal Consolidated Mines." Development work has been steadily progressing since that time and the prospects have been decidedly encouraging from the very time the ledge was uncovered. The company have now about 1000 feet of tunnels and a great deal of valuable ore on their dump. All three of the men mentioned above visited their mines lately and were so much elated with the splendid showing and the decidedly encouraging prospects that they decided to begin the actual development of the mine at the earliest possible date. It was therefore decided to let a contract at once for 1000 feet of good wagon road which would connect their mines with the Champion Creek road, and Mr. Lloyd, president of the company, was instructed to purchase a small saw-mill at a stamp mill of 25 tons per capacity, and concentrators to all in the company's mines. The saw mill will supply the lumber timbers for the mill buildings and other improvements about the mine and will be packed in at the earliest possible date, while it is decided to have the new road completed and the stamp mill and concentrators installed in the mines and ready for operations by November 1. Mr. Lloyd and Wheeler will go to San Francisco tomorrow to purchase and ship the new machinery to their mines and in the meantime a force of eight men is actively engaged in clearing the lands for the mills and other machinery. The company is composed of well known and strictly reliable men of sound business judgment and good executive ability, the secretary and treasurer both being prominent citizens of this city; and

there is every evidence that this splendid mining property will be heard a great deal of hereafter, that its management will prove careful, conservative and successful and all agree that it will soon become a dividend payer.

The Oregon Securities Company

The annual meeting of the stockholders of the Oregon Securities Co. was held in Jersey City, N. J., July 8th, 1903, and 3,146,647 shares were represented. The following gentlemen were elected as directors for the ensuing year: J. W. Wheeler, Orange, Mass.; Geo. French, North Adams, Mass.; G. W. Crosby, Atlantic City, N. J.; G. B. Hengen, New York City; F. Eggert, Portland, Ore.; Jas. Nichols, Hartford, Conn.; G. B. Knapp, Boston, Mass.; L. W. Hoch, Worcester, Mass.; Albert Hawkins, North Adams, Mass.

After receiving and approving the various reports of the Treasurer and Superintendent, which was followed by a general discussion by the stockholders, defining the policy of the Company, the meeting adjourned.

The new Board of Directors then went into session and elected officers as follows: J. W. Wheeler, president; Geo. French, 1st vice president; G. W. Crosby, 2nd vice president; G. B. Hengen, secretary and treasurer; John H. Pearsons, assistant secretary and treasurer; C. C. Mathews, superintendent.

The Helena boiler and engine has been placed near Warehouse for the saw mill for the Company's own use, and the Musick boiler and engine has been placed in the Champion basin to be used at the big new electric station. Work is going ahead at a lively rate and progress has been made in all directions. The big dam for the electric power station is completed and the fine wagon road from the railroad terminus at Warehouse to the Company's mines in Champion basin will be finished in a few days. The Champion tunnel is in quite a distance. Three shifts of 8 hours each are being worked so that when the electric power drills start, work will be well along. Men are placing poles for the new power line, and when the wire arrives it will soon be put in place. The Musick mine still continues in good ore as does all the other mines in this big Company's group.

The date of completion of the great electric power plant, the electric railway, the aerial tramway, the wagon road, flume, etc., and the removal of the stamp mills to Champion basin, Bohemia, based on contracts and agreements made, is October first. All possible haste is being made to expedite this work, and there is every reason to believe it will be finished by that time. When these improvements are completed, regular and satisfactory dividends seem assured.

COUNTY SEAT NOTES

The District Fair Committee Diligently at Work.

ANNUAL MEETING

Of Lane County Teachers Smallpox at Coburg Baseball.

About 11,400 quarts of cherries were put up in the Eugene cannery Friday.

Miss Nina Ostrander came down from Cottage Grove Monday to relieve George Taylor, of the Western Union Telegraph office, while he takes his annual summer vacation.

The annual county Teachers Institute for the year 1903 will be held in Eugene at the court house beginning at 9 o'clock a. m., Tuesday, August 4th, 1903, continuing two days.

Miss Anna Oglesby came down from Cottage Grove Tuesday to take the place of Mrs. Ida Holsinger, Postal Telegraph operator, who left Wednesday morning for Portland on her annual vacation.

Judge Kincaid has received notice from Coburg of two more cases of small-pox, Mrs. C. C. Martin and C.

P. Clover. This makes twenty-one cases of this disease that have reported.

Juventus lodge No. 48 Knights of Pythias of Cottage Grove has issued a challenge to the local Pythians for a game of baseball to be played soon. The challenge has been accepted and the game will be played at the League grounds next Thursday.

The game of ball Thursday between the printers and clerks of the city was a shameful exhibition of ball on the part of the clerks. The score resulted 7 to 20 in favor of the printers, who were expected to handle the "stick" better than the clerks, but the latter were expected to be able to deliver the goods.

The League games Saturday and Sunday resulted as follows: Saturday, at Roseburg, Salem 9, Roseburg 0; at Albany, Eugene 9, Albany 10. (12 innings) Sunday, at Roseburg, Salem 5, Roseburg 3; at Albany, Eugene 6, Albany 1. Albany has protested one game, that of the Fourth, and Eugene one, that of Saturday. These protests will be settled by the league board of directors.

Chairman H. L. Traver, Geo. Fisher and S. M. Douglas, the committee in charge of the arrangements for the District fair to be held here in the fall, have commenced arranging the details for a big fair. Their first efforts have been toward securing the support of the Eugene citizens for the enterprise. There is a guarantee of \$1400 to be raised and the grounds to be fixed up for the event. Every effort should be put forth to make the fair a rousing success, but this can only be done by co-operation. Eugene solicits the aid of all outlying precincts of the county to make the district fair a success.

NEW RAILROAD PROJECT.

Work is Progressing on a Survey From Drain to Gardiner

ENROUTE TO COOS

May Connect With the O. & S. E. Railroad at Cottage Grove

For some time past there has been all kinds of rumors afloat regarding a new railroad project from Drain to Gardiner, thence down the coast to connect with the coast branch road at Eureka, California. It now appears that there was a good foundation for these rumors as actual survey work on the newly proposed railroad is in progress between Drain and Scottsburg. A late dispatch from Elkton says:

Recent developments certainly look favorable for a railroad down Elk Creek pass from Drain and down the Umpqua, enroute to Marshfield. There is a large surveying party camped at Tin Pot, this side of Drain, getting ready to make a thorough investigation of the route. That it will prove a natural and a practical one no one that is acquainted with the country doubts, and if it should be continued down the coast to San Francisco it will make the principal traveled thoroughfare through the western part of the state. The grade will be very light, requiring less propelling power than on any other route on the coast. Another great advantage would be the heavy timber belts that extend along the whole route, giving the road profitable employment for many years to come, to say nothing of the farm productions that would be raised for transportation as soon as the markets of San Francisco and Portland are made accessible to them by rail.

In regard to the survey the Drain Nonpartisan says: A few weeks ago we published an article regarding the trip of inspection of Mr. E. G. Tilton with his crew of men between the points of Drain and Eureka, California, who upon being interviewed declined to give any definite information but stated that the route was a good one, but as to whether a road would be built or not it would be impossible for him to say, but added that his report would go in and that the company whom he represented would exercise their own judgement regarding the building of a road. Wednesday of last week

piles of tents and camping equipage and tools marked "S. P." were unloaded at the depot here and teams were immediately employed to haul them about five miles below town where a camp of five large tents was set up and taken possession of by twenty surveyors who on Friday began to run lines both ways from the camp passing the main line of the Southern Pacific near the covered bridge. Friday the head surveyors were inquiring for more men.

MAY CONNECT WITH O. & S. E. Roseburg has been skeptical all along regarding the construction of a railroad from that city and Coos Bay and has extended little encouragement and no support whatever to the contemplated enterprise. It has long been conceded that the route from Drain, down Elk Creek and the Umpqua river to Gardiner, thence down the Coast to Coos Bay is a far more practical route for a railroad in various respects than over the high mountain pass directly west from Roseburg. And, to extend this newly proposed coast railroad from its connection with the Southern Pacific at Drain, eighteen miles up to Cottage Grove and connect it with the Oregon & South Eastern railroad, now building from Cottage Grove to the great Bohemia mines would solve the problem of a practical eastern route over the mountains and through South Eastern Oregon, to make connections with some of the continental railroads at Salt Lake or at some point further West. One tunnel of no great extent through the Bohemia range of the Cascade mountains would give this Salt Lake, Coast railroad an easy haul from Coos Bay to the Southeastern Oregon plateau and thence further East and would at the same time traverse the richest mineral and timber belts on the Pacific Coast as well as a fine agricultural and stock country. The project is an entirely feasible one and may yet become an established fact.

For Road Improvements. Mr. A. L. Woodward, road supervisor above Cottage Grove, was in Eugene last Thursday talking roads. He and W. B. Dennis of the Black-butte mine, Campbell & Alexander of the Pacific Timber Company, and others have raised by subscription over one thousand dollars to be expended on the road between Black-butte and Cottage Grove, and will ask the County Court at its next term to appropriate an equal amount. About that much has been appropriated for the Bohemia road.—Eugene Journal.

Frank Hughes came down from Bohemia this week and reports that the rich ledge in the new tunnel in the Bonanza has widened out from three to eight and ten feet, and the prospects are growing more encouraging every day. He returned to the mines immediately after purchasing supplies, stating that the game had become too interesting to be away from long at a time.

"THE SMILE THAT WON'T COME OFF."

TO THE MARKET

—Denver Republican.

A LONELY DEATH.

Samuel Withrow had been Dead a Day When Found at Home.

Eugene, July 13. Samuel R. Withrow, who has resided near Elmira for the past thirty-three years, was found dead in his bed last evening. The cause of his death has been pronounced by a coroner's jury to be natural. It is supposed that he was attacked by heart trouble and passed away, unable to get help.

While passing the place late Sunday evening, a young man named Smith noticed that the stock had not been properly attended to, and wondering what was the matter he decided to investigate. Upon forcing an entrance to the house he was confronted by the sight of the dead body of Mr. Withrow in his bed, in a position to indicate that he died after retiring Saturday night.

A messenger was sent to Eugene immediately and Coroner C. B. King, accompanied by the Undertaker W. T. Gordon, left for the scene. The coroner swore in a jury and they examined

into his death and decided that it was due to natural cause.

Samuel R. Withrow was an old time resident of Lane county. He came from Missouri to Oregon and Lane county in 1870 and has since that time been a resident here. He was 66 years of age, respected and honored by all his neighbors.

At the time of his death he was living alone. He had been twice married and the following children survive him: Charles Withrow, Irving; Mrs. Bettie Dougherty, Washington; Clinton W. Withrow of Eugene is a brother, and Mrs. D. R. Lakin and Mrs. M. A. Donaldson sister, of the deceased.

The funeral was held Tuesday morning from the home, with interment beside his deceased wife and daughter in the Inman cemetery.

Card of Thanks

The undersigned desire to express their heartfelt thanks for the sympathy and kind favors extended them by the good people of Cottage Grove during the late sickness and death of their brother, Fred Pickett.

Mr. and Mrs. Frank Pickett.

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