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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 Butte copper mines.

## INTERESTING MEETING

By-Laws Adopted by Oregon Co-operative Association.

ENTHUSIASM SHOWN High Officials of Southern Pacific Attended Meeting.

Permanent organization of the Oregon Co-operative Association was effected by the adoption of by-laws in a rousing mass meeting at the opera house last Saturday evening. President Herbert Eakin, being absent, First Vice President R. M. Veatch presided. The minutes of the former meeting were read by Secretary C. J. Howard and approved. The committee on constitution and by-laws submitted its report recommending the adoption of by-laws only, a constitution being deemed unnecessary and confusing. The secretary read the newly drafted by-laws and they were adopted without alteration. The object of the association being the promotion of local and state industries and to seek to receive some relief from the present prohibitive freight tariff on lumber, Mr. W. E. Coman, general freight and passenger agent of the Southern Pacific Co. of Portland, and traveling freight agent, H. E. Lounsbury, were invited to attend this meeting and present the railroad side of the case, which they accepted. Upon invitation of Chairman Veatch, Mr. Coman addressed the meeting, stating that the old lumber rate of \$3.10 per 1000 feet to San Francisco incurred a loss to the Company owing to the long haul of the empty cars back and he proceeded to prove that the present rate of \$5 per ton was as low as the rate in effect in all other western lines under similar conditions, he, however, stated that the present rate had not been permanently established and that the company had the matter of a final and more satisfactory adjustment of lumber rates under advisement. Mr. Coman was very cordially received and was given the closest attention. Mr. Lounsbury addressed the meeting from a similar standpoint and was also very cordially received.

Mr. T. K. Campbell of the Pacific Lumber Co., was the first citizen to take issues with Mr. Coman and presented the lumbermen's side of the question in a very able and respectful manner. He was followed by Chas. Burkholder who very ably presented the merchants

and business mens side of the question, which resulted in several pointed questions being put to Mr. Coman which were cheerfully answered.

Geo. M. Cornwall, editor of the Columbia River and Oregon Timberman, of Portland, was present and took up the lumbermen's side of the question in a very convincing and practical manner.

G. B. Hengen, president of the Oregon Securities Co. and the local railroad from this city to the Bohemia mines, having just arrived from New York was present at the meeting together with Supt. Mathews and manager A. B. Wood, of the same Company.

The meeting resulted in a plain open discussion of the freight tariff issues from both sides of the question, the courteous and respectful arguments presented on both sides being highly complimentary to all concerned. The Southern Pacific officials were brought face to face with the deplorable conditions existing in the inland lumber camps and were fully advised of the local sentiment of the people in regard to this condition and there is no doubt but what much good will result from this important meeting to all interested parties.

EXCURSION TO BOHEMIA Upon the arrival of Mr. Coman, Mr. Lounsbury and editor Cornwall, from Portland, accompanied by G. B. Hengen from New York on Saturday afternoon's train, a special car was found in waiting at the O. & S. E. depot here, and the guests, in company with a large number of local business and professional men were given an excursion trip out to the front on this new railroad, where the vast timber and mining interests of the Bohemia mining district were presented to the distinguished guests, who seemed much pleased and interested in what was revealed to them in the way of the vast resources of this favored locality.

S. P. AND O. R. & N. MERGE. The recent radical changes in the officers of the Harriman railroads in the West has given rise to rumors during the past week that the Southern Pacific Co.'s lines in Oregon and the O. R. & N. were to be merged under one management. The rumors are verified through late announcements in the Portland papers. The merger will bring about a good many changes and will no doubt result in the early adjustment of the present unsatisfactory lumber freight tariff.

EUGENE TO ORGANIZE. President H. W. Thompson has called a meeting of the Eugene Commercial Club, to be held to-night at 8 o'clock, to discuss the question of reduction of freight rates on the Southern Pacific Co.'s lines from valley points, acting in conjunction with the Oregon Co-operative Association recently organized at Cottage Grove. All members of the club and all

## BOHEMIA A PROMISING CAMP

G. B. Hengen, President Oregon Securities Co., Returns From New York.

OUTLINES COMING SEASON'S OPERATIONS Discusses Plans of His Company and Improvements Contemplated by Other Companies.

"The Bohemia Mining District will astonish the people of Oregon this year in its production of gold, silver and lead," said G. B. Hengen, of the Oregon Securities Company, of that district, who is in Portland from New York. "Last year's installation of plants and mining improvements was the beginning, and this season will witness, besides the erecting of additional plants, the crushing, mining and treating of thousands of tons of ore," says the Telegram.

Mr. Hengen said, "there are a score of new properties that will erect mills or provide suitable method of handling the vast bodies of ore that have been encountered. I am informed that plants will be er-



G. B. HENGEN President Oregon Securities Company

ected on the Riverside, Oregon-Colorado, North Fairview, LeRoy, Great Eastern, and Star Consolidated this year, and the neat little plant of the Crystal Consolidated Company will begin dropping stamps as soon as spring opens.

F. J. Hard, who owns several good properties in the district will soon return from Boston where he has succeeded in interesting capital sufficient to enable him to erect mills on the properties owned by him, and Geo. W. Lloyd has been equally successful, with the result that Bohemia will present a very lively appearance this year and hereafter.

As to the Oregon Securities Co., I may say that we have all the capital on hand that is necessary for the work we have projected, both in the mines and for the railroad. Our big tunnel, which is the largest in the state, will be completed inside of four months. It is now driven a distance of 300 feet into the Champion Mountain, through which it will be run to make connection with the Music mine, allowing the ore to be hauled by electric tramway from that old producer to the new mill erected in Champion Basin.

"Running this tunnel will cost between \$12,000 and \$15,000 but by so doing we will crosscut two veins of ore already known as pro-

business men not members, but who are interested in the subject, will attend the meeting.

The question of freight rates is a vital one and one upon which a great deal of the prosperity of Lane county depends.

### MUNICIPAL CONVENTION

Two Tickets in the Field and a Sharp Contest is Anticipated.

Last Friday the annual city caucus or convention was held at the opera house for the purpose of nominating a city ticket to be voted at the annual municipal election Monday April 4. Mayor R. M. Veatch was a candidate for renomination and the name of Attorney J. S. Medley was presented for the nomination by his friends, Mr. Veatch receiving the nomination by

ducers. The first one is the Excelsior which we will cut at a distance of 150 feet from where we now are, and the second, known as the Champion, which has had much ore taken from it, will be reached at a distance of 350 feet from where we now are.

"The tunnel when completed will be over 1500 feet long, and will be large enough for a railway train to pass through. When we encounter the Champion ledge it is our intention to follow that vein the entire distance through the mountain, thereby securing ore for milling purposes.

"Of course as soon as the tunnel is completed plenty of ore can be obtained from the Musick mine, but until that time we will use the ore from the Champion mine to supply the mill.

Within the next ten days we will have in operation three large air compressors and Leyner drills, which will make at least ten feet per day in the tunnel.

"As soon as the snow clears we will begin getting the road in shape for the Musick mine, the rails being already on the ground. The electric plant is all completed, and only a few finishing touches are to be put on the mill. All connections for electricity have been installed and we only await good weather to begin active operations.

"The railroad will be completed in a few weeks to the warehouse where the electric plant is situated. It is then our intention to put in an electric car line from there to the mill, which will be completed this summer. The distance is about five miles.

### OPERATIONS TO BE RESUMED.

In a private letter from G. B. Hengen, general manager of the Oregon & Southeastern R. R. Co., who is at present in Portland and Seattle transacting business, he gives his opinion regarding the lumber market conditions as follows: "I have made a careful study of the latter, 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 this year complete our line to the Bohemia district and construct such branches as are necessary to take care of the business."

a vote of 96 to 67. The treasurer, recorder and one councilman for each of the three wards were nominated without opposition, as follows; for treasurer, Herbert Eakin; recorder, J. E. Young, both re-nominated; councilman 1st ward, D. B. Chamberlin; 2nd ward, I. H. Bingham; 3rd ward, Fingal Hinds.

### ANTI-SALOON TICKET.

At the same time the above convention was being held a number of citizens met in the Masonic hall for the purpose of nominating a anti-saloon ticket. T. M. Medley acted as chairman and S. E. Powers, secretary. A full ticket was nominated as follows: A. W. Shanafelt, mayor; N. E. Markley, recorder; who withdrew, councilman, 1st ward, Chas. Jackson; 2nd ward, G. O. McGilvray, 3rd ward, W. T. Kayser. W. F. Shanafelt being unable to

qualify as a candidate for mayor he withdrew from the ticket and on Monday evening a citizens meeting was held for the purpose of filling the vacancy caused by the withdrawal of the candidates for mayor and recorder. It was voted at this meeting that the ticket should be known as the "Taxpayers Ticket" and was headed by Attorney J. S. Medley for mayor and F. W. Wheeler for recorder, the councilmen formerly chosen being acceptable to all, were retained on the ticket. With these two tickets in the field a spirited city election is assured on next Monday. The retiring councilmen are; 1st ward, J. I. Jones; 2nd ward S. R. Piper; 3rd ward, C. H. Vandenburg.

### A Few Lines from "Uncle Sam."

Eugene, Oregon, 2-29-'04, Editor LEADER.—In order that I may accomplish "the greatest good to the greatest number" of Indian War Veterans, their widows, or in case of the death of these, their heirs, I will ask any and every person who can do so to give me the name not only of the living veterans, or widows, but all who may have died since the close of the Rogue River War in 1856. To those who may consider this a strange request, I will explain by saying, that I have no doubt that the list of 635 names of veterans who have money due them, and of which I wrote you sometime since, contains the names of many veterans who have passed away and the money is with the Auditor of the Treasury awaiting an owner. I could recite a number of cases of this kind where I have hunted up the owners who did not know of the surprise in store for them. When possible to do so give the name of the captain of the company, if this cannot be done send the veterans proper name, I will then search the record which I have and will report. Please inclose stamps for reply. To any who haven't obtained their pension or pay due them from the State, I will say that I am still "working for nothing and boarding myself" in my efforts to do good. I have made this letter brief and kindly ask all publishers who see it to kindly copy for the reasons given above. Yours truly, "Uncle Sam" Handsaker, Veteran, 1855-6.

### Benefit Social.

On Thursday evening, April 7, the Ladies of the Macabees will give a basket social and entertainment in the opera house, the proceeds of which will be donated to the benefit of Mr. Tom Gill, who recently sustained injuries, while engaged on the O & S. E. R. R. which necessitated the amputation of a leg. The Ladies assisted by the Knights have prepared a good program of entertainment, and all are invited to attend. Music will be furnished by the band and M. W. A. Orchestra. By order of the committee.

## GOOD ROADS MEETING

Organization Effected at Eugene Saturday.

## ONSYSTEMATIC LINES

Many Taxpayers and Supervisors Were Present.

Last Saturday afternoon at 1 o'clock in the court house at Eugene the good roads convention was called to order and M. Svarverud was chosen temporary chairman and F. M. Wilkins, temporary secretary. Many road supervisors, prominent farmers and city taxpayers were present, some coming many miles over bad roads to be in attendance. After the reading of the official call by the chairman, Prof. I. M. Hyde of the University of Oregon, delivered an interesting address on road building, and outlined the work being done by the University along the line of practical road construction. At the conclusion of his address a committee on permanent organization was appointed as follows: A. C. Jennings, Prof. Hyde, J. D. Matlock, Geo. M. Miller and Jerry Atkinson. While this committee was deliberating, Prof. McAlister and President Campbell of the U. O., ably discussed the problem of road building as it now confronts this county. At this juncture the committee on organization were ready to report. After recommending that the temporary officers serve until the annual election in May, the report was submitted and adopted, as follows:

### CONSTITUTION.

ARTICLE 1—This organization shall be known as the Good Roads association of Lane county, Ore.

ART. 2—Its object shall be the improvement of public roads in Lane county.

ART. 3—Any person may become a member on payment of one dollar per annum, and shall be entitled to vote at annual meetings.

ART. 4—The annual meeting shall be held on the first Saturday in May.

The officers of this association shall be a president, secretary and treasurer, and a council of 12 members, to whom shall be entrusted the business of this association. These officers shall be elected at the annual meeting and serve a term of one year, or until their suc-

(Concluded on last page.)

## Until Further NOTICE

we will continue our closing out sale until the entire stock is disposed of. The extremely low prices that we have been and are yet quoting on the goods positively cannot be duplicated by any concern in this part of the country, quality of goods considered. It was a large stock to begin with and you will yet find many bargains in many lines of seasonable goods . . . . .

## Eakin & Bristow

## Good Things to Eat

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