

OHIO

2269. Franklin Mills. **Atlantic & Great Western RR Co.** stock certificate and certificate for stock, which also looks like a stock. Dated Franklin Mills, Ohio, 1864. The stock certificate measures 12 x 8, has many tears and holes, has four vignettes: one at top of two robed women seated next to a shield with a ship in the background on the left and a steam train in background on right; at left, small vignette of a pretty farm girl and dog; at right a small vignette of a blacksmith; at bottom, vignette of a man and woman seated next to shield. The certificate for stock is 4 1/2 x 8" with chips to the extremities. Adhesive 25 cent insurance revenue tied with bold cancel from the Railroad, 1864. Small vignette of train at top. The stock certificate is mounted on an old album page, torn with numerous chips. Poor but presentable. We found no auction records for this railroad company. Est \$100-200 as is



OREGON

BAKER



2270. Baker(?) **Placer GMC of Oregon.** Inc. in IL, 1879. Cert.#85, issued to Emanuel Hartman for 500 shares in 1880. Signed by pres. Henry Booth and by Hartman as secretary. Very attractive certificate. Surface mining vignette. Vignette of Oregon State Seal at right. Black border, gilt seal and gold revenue in underprint. Dated Chicago. Printer – H. Korf, Lith., Chicago. 11 1/2 x 6 3/4. Uncancelled. Slightly wrinkled, XF. We were unable to determine which mines this company owned. There were important placer gold operations near Sumpter and up the drainage. This is by far the prettiest early Oregon stock certificate we've seen. Very rare. Est. \$200-400

2271. Baker(?). Dale(?). **Blue Bucket MC.** Cert.#962. Incorporated in Washington in 1936. Issued to William E. Barnes for 1000 shares in 1937. Uncancelled. Signed by president Norma E. Solman and secretary Emmett H. Shaw. Vignette of spread-winged bald eagle atop stars and stripes shield. Black border with mint underprint and seal. Printed by Goes. 8 1/2" x 11". The company had a gold prospect located at Dale, Oregon, and was listed as still active in the Mines Register, 1946. Vf, folds. Est. \$25-50



2272. Baker(?). **Oregon-Argonaut Gold Inc.** Lot of two. Cert.#288, 258. Incorporated in Oregon. Issued to H.R. Randle for 1000 shares in 1940. Cancelled. Signed by secretary B.J. Eddy. Vignette of spread-winged bald eagle. Black border, gilt seal. Cancelled by red writing across center. Printed by Goes. Dated *Roseburg, Oregon*. No information on this company. Probably gold mines in eastern Oregon. They may have even been the company that had the maps in the next lot drawn up. Vf. 8 1/4" x 11". Est. \$25-50

2273. Baker. **Argonaut Mine Map & Mill Blueprint, 1937-38.** Survey of the surface and underground workings, structures and roads. Embossed by the Engineer Philo H. Anderson. The blue line schematic is for a proposed flotation mill which was designed and drawn by J. Arthur. The blueprint has tears as much as 3 inches long along the edges. The survey map is extremely fine. We are not sure which company operated this mine. Very fine. 27 x 34. Both have a scale of 0.25"=1'. Very fine. Est. \$50-100



Partial



2274. Baker. Keeting. **Oregon Copper Co.** Cert.#10538. Incorporated in Oregon. Issued to V.L. Arnold for 200 shares in 1929. Signed by vice-president C.B. Handy and secretary Robert N. Munly. Vignette of underground mining scene at left. Black border with several mining scenes throughout. Gilt seal. Printed by Goes. Fine, cancellation stamp at lower right, two hold punches at bottom. The company was incorporated in order to consolidate the Balm Creek Copper Co., Goose Creek Copper Co. and the Mother Lode Copper Co., the latter of which had originally leased property now owned by the Oregon Copper Co. Consisting of over 140 claims, the Oregon Copper Co. spreads over a 2,300 acre area. 8 1/4" x 10 1/4". Est. \$25-50

COOS

2275. Coos. Marshfield (Coos Bay). **Beaver Hill Mine Photographs, 1894-95.** This archive of 16 pages with 20 original photographs, mostly 7 x 9 and 8 x 10. The photographs were once part of an album by the sheet is not present. A number of the photos within the archive show African-American miners working side by side with other miners. These men were recruited from West Virginia coal mines specifically to work the Marshfield (Coos Bay) coal deposits. The coal fields completely surround the present day town of Coos Bay.

The first coal seams there were mined in the 1850's. By the 1870's, there were a few developed mines, but most were thought to be nearly mined out. W. Goodyear, in *Coal Mines of the West Coast*, 1879, said that two early successful coal mines were the Eastport and Newport. They were notable for the crude "wooden tram railroad" which used strap iron on top of wood for rail. This method was used throughout the west in miners where rail was either too expensive because of the remoteness of the mine or unobtainable. (I have seen it in nearly every western state in underground mines, particularly in very remote area. It was typical, but has not been documented much - fh). At the Newport was a 4 wheel locomotive that could only haul 4 full cars at one time; each coal car held about 2.5 tons, again, typical of the era in the west. Goodyear was very critical of the Oregon coal mines stating, "It is not so pleasant, however, to contemplate the wasteful expenditure of money which has been made within the last few years...by thoroughly incompetent, if not in some cases dishonest, parties in searching and mining for coal." He listed several companies that he felt were scams: Union Coal Co, North Pacific Coal Co, Utler Mine and Hardy's Mine.



But coal mining in Oregon did take off and during the period 1887-1895, 482,000 tons of bituminous coal were mined from the Coos Bay deposits with mining continuing for another 15 years. Oregon was third on the west coast in coal production, right behind California, but far behind Washington State which mined 1 million tons a year. This was a mere pittance as compared to the Pennsylvania coal fields which produced 30-50 million tons of anthracite (much higher grade coal) per year. But Oregon got the last laugh. Their coal was the highest priced sold in commercial quantities - at \$3 per ton - twice of more than the amount the rest of the country was paying. California was not far behind at \$2.68 per ton. Supply and demand dictated the price and coal was a scarce commodity on the west coast.

The Beaver Hill was the largest of the mines, followed by the Libby. It became the Beaver Hill Coal Co and grew to 77 employees by 1914; the Libby had 62.

African-Americans became a regular part of life at Beaver Hill. In 1890, it was reported that 36 African-American miners were at work in Coos Bay area, nearly all at the two leading mines. These photographs show numerous African-American miners with some of their children and least one wife mixed in with the rest of the miners and work force. No one looks out of place. Beaver Hill shipped their coal to Marshfield, a city along Coos Bay. Marshfield changed their name to Coos Bay, Oregon, in 1944. Beaver Hill was gone by that time and reportedly nothing is left of the site.

The views are a wonderful record of a rare western commodity, a coal mining town, with and even rarer commodity - the African-American miner. Only in a few rare daguerrotypes have I seen African-American miners. There are the only photos of their kind I have seen in viewing tens of thousands of western mining photographs. The archive shows every facet of a coal mining camp, from its initial construction in November, 1894, to shipping coal by steamer from Coos Bay at Marshfield. Views include the school, hospital, mine, boilers, store exterior and interior, train (Coos Bay, Roseburg and Eastern Railroad; all later to be purchased by the Southern Pacific RR), various town views, etc. No photographer is noted anywhere. All are titled and dated. This is an outstanding western mining photographic in generally very fine condition. Est. \$2500-3500

GENERAL



2276. General. **Frank Patterson Photo Postcards, c1915-25.** Lot of 8 pcs. a) Road crossing at Klamath Falls, Ore k24. b) At Bell Glen Camp 3p24. c) Soldier's Home Roseburg Ore 4r38. d) Lake of the Woods 633. f) At Brond's 3 mi south of Roseburg. g) At Anlauf Elkhorn auto camp. h) Fish hatchery, Diamond Lake. h) Hotel Grand, Roseburg. All xf. Patterson was active all over northern California and Oregon. Est. \$100-200

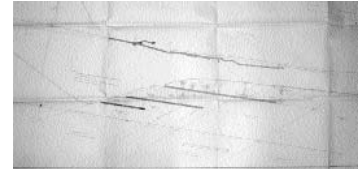
2277. General. Oregon(?) **Oregon Diamond Coal, Mining & Development Co.** Inc. in OR, 1906. Cert.#586, issued to Geo. D. Tower

for 1000 shares in 1908. Signed by pres. Chas. J. Barnard and sec. G.R. Lewthwait. Vignette at top center of mine site at the base of large hill; two small circular vignettes, at left and right, of underground mining scenes. Small vignette in gilt underprint of a woman with flowing hair. Gilt border and seal with gilt safety print. *Portland, Oregon* printed below masthead. Dated Portland, OR. Printer - Glass & Prudhomme Co., Portland, OR. 11 x 8. Uncancelled. Folds, very fine. Unable to find reference to this company in our library. Est. \$25-50

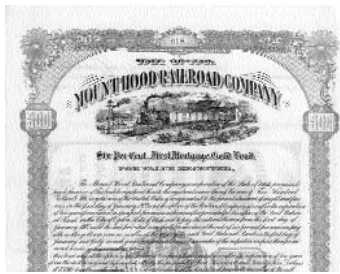


GRANT

2278. Grant. Granite. **New York Mine Map, 1935.** Plan map and longitudinal (cross sectional) section of color coded tunnels. The cross sectional view indicates the positive, probable and possible ore zones and the delineates high grade from low grade zones. Inset shows claim block relative to veins. Plan map shows locations of cyanide plant, access road, Granite Creek and the tramway to the mine. Compiled by F. A. Hancock, Engineer. Scale 1"=30'. 36" x 53". We were not able to determine the company that operated this mine. Small tear at top edge center. Very fine. Est. \$50-150



HOOD RIVER

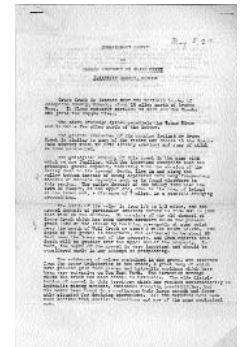


Partial es. Upper right corner has a missing piece about 1 inch long. Small tears along right edge. Very fine. Est. \$75-150

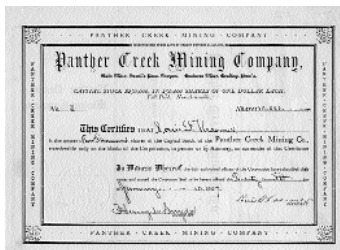
2279. Hood River. Railroad. **Mount Hood Railroad Co.** Incorporated in Utah 1905. \$500 Bond, cert #618. Signed by W. H. Eceles president and Henry M. Rolaff secretary. Vignette at top center of a stream train leaving the Hood River depot with a backdrop of the Cascades. Orange border and underprint. Gilt seal. Cancelled by hole punch of same at middle of bond. No printer noted. 10 x 16. This company controlled passenger and freight traffic from Hood River to Dee and Parkdale, OR. They laid 22 miles of track and were fully operation by 1910-11. In 1916, the financial statements showed an operating loss of nearly \$40,000. This was mostly due to interest payments on loans costing \$30,000 annually (Poor's Manual of Railroads, 1882, p.1893). The route put in by this company is still in use today transporting fruit of the Hood River Valley and acts as a tourist attraction offering rides to the base of Mt. Hood. Fold creases.

JOSEPHINE

2280. Josephine. Graves Creek. **Hammon Engineering Co., Preliminary Report of the Graves Creek Placer Deposit and Correspondence, 1930.** Lot of 3 pcs. G. A. Bigelow was sent by the Hammon Engineering Co to investigate a promising placer claim along Graves Creek near Grants Pass, Oregon. Mr. Bigelow, in the report included, suggested leasing the property for more thorough work (drilling, etc.). Under the supervision of Mr. Rowlands, drilling took place, but the ground was very hard with several drill rig breakdowns. Further, assay samples were lost in the mail (a problem that we still encounter here, as some of you may know). The project was dropped just 4 months after it began. The cover of the report by Bigelow has tears and chips but not the text within. The correspondence letters are in very fine condition. Est. \$25-75



LANE



2281. Lane. **Panther Creek MC.** Inc. in OR, 1905. Cert #4, issued to Louis F. Kraemer for 10,000 shares in 1907. Signed by Kraemer as president and sec. Henry W. Snyder. No vignette. Black border and print. "Main Office, Grant's Pass, Oregon. Business Office, Reading, Penn'a" printed on certificate. No printer noted. 11 1/2 x 8 1/2. Uncancelled. XF. Unable to find reference to this company in our library. The Panther Creek post office was open 1894-1909. [ref: McArthur, *Oregon Geographic Names*] Rare. Est. \$25-75

MARION

2282. Marion. Elkhorn. **Silver King MC.** Inc. in OR, 1909. Cert #19, issued to Della Criegler Grommet for 12 shares in 1914. Signed by pres. J.J. Langmack and sec. Wm. S. Risley. Vignette at top center of mill site at river's edge; two small circular vignettes of underground mining scenes at left and right. Green border and seal. Printer - Goes. 11 x 8. Uncancelled. Slight browning at edges, XF. The *Mines Handbook* reports this same company name as incorporated in July 1916, but lists J.J. Lamack as president and Risley as secretary, so it is extremely likely that this is the same company with either some information incorrect in the handbook. The company owned a group of claims on Little North Fork of the Santiam River in the Elkhorn district 75 miles from Portland. The claims showed 4 veins carrying ore with silver and gold values. In 1916, the main working tunnel was expected to cut one vein at 70' and a larger vein at 980' from the portal, at a vertical depth of 1000'. The post office was established at Elkhorn in 1892 and was closed by 1917. (Ref: *Mines Hdbk*, 1916, p1039; *Oregon Place Names.*) Est. \$20-40

