

THE VIRGINIA ENTERPRISE.

VOL. 10.

VIRGINIA, ST. LOUIS COUNTY, MINNESOTA, FRIDAY, MARCH 21, 1902.

NO. 8.

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VIRGINIA. • MINNESOTA.

New Town North.

End of First Division of the Duluth & Virginia Road Will Be at Ash Lake.

52 MILES NORTH OF THIS CITY.

The end of the first division of the Duluth, Virginia & Rainy Lake road will be completed about July 1. The division headquarters of the road will be located at Ash Lake, 52 miles north of Virginia and about 40 miles from Koochiching. The shops and round house and two big saw mills will also be located there. The name of the new town to be situated on the lake has not yet been announced, but it is claimed that it will be one of the largest and best in Northern Minnesota within two years.

The new road is being built by the Minnesota Land and Construction company, a corporation composed of the same men who are behind the railroad. The company owns the townsites along the line. An idea of the prospects of the new town may be gained from the fact that two saw mills to run the year round, with a capacity of 75,000,000 feet each per year, are to be built there. As soon as the mills are erected the town will at once enter upon a career of lumber manufacturing to the extent of 150,000,000 feet for a year. Two billion feet of timber is tributary to the mills, made so by the construction of the railroad.

It is also claimed that the town will be the natural supply point for a large agricultural region, principally in the Little Fork Valley.

It is claimed that it will within a very short period have a population of not less than 5,000. The building up of a town of that size in northern St. Louis county will be of much interest to the jobbing houses of Duluth. Ash Lake is situated but a few miles from the Itasca county line. It is a body of water two miles long and one-half mile wide. It is said to contain black bass, lake trout and other food fish in abundance.

The line of the Duluth, Virginia & Rainy Lake road has been shortened about five miles as a result of a resurvey of a part of the route. The distance by the present route from Virginia to Koochiching will be 91 miles.—News-Tribune.

OPTION ON ARCTURUS.

The Duluth Herald gives publication to the rumor that P. L. Kimberley has purchased an option on the Arcturus mine, depositing a \$50,000 forfeit on a \$750,000 deal, the purchase price of the fee.

The Arcturus is the first Mesaba range mine outside of St. Louis Co. to take a definite position in the mining world. It is situated where for years nobody with good judgment would admit there were paying deposits of good ore. St. Cloud parties bought the fee to 1800 acres of land in that section years ago, and have held on to it ever since. The ore body as proven is located in sections 12 and 13, 56-22.

The ore on the Arcturus is said to be of a very high grade. It has the misfortune, however, to be mixed with streaks of sand, and in places with clay. In some places the sand is said to be free from the iron and in others to be mixed with it.

Mr. Purdon, who was associated with Don H. Bacon for years, took a carload of the ore to Kentucky in January for the purpose of putting it through the process for reducing southern ores, which are afflicted in much the same way, and it is generally understood that the result of his test for the cleansing of the ore was very satisfactory.

RAISE MONEY.

Two million dollars was the amount named in a trust deed filed with the register of deeds yesterday.

It runs from Duluth, Virginia & Rainy Lake Railway company to the Minnesota Loan and Trust company, of Minneapolis. The loan will consist of 2,000 coupons of \$1,000 each, bearing interest at 5 per cent. The company is preparing to extend its lines to the boundary.

Of the sum mentioned, \$1,500,000 is loaned on the road proper, including depots, sidetracks, etc., and the remainder applies to the rolling stock. It is provided that the trust-

ees shall certify and deliver \$15,000 for every mile of single gauge track, and if the interest on the loan is not paid regularly the trustees may take possession of the road and manage the property. The deed is signed by Wirt H. Cook, president, and Frank W. Heimick, secretary.

The Duluth, Virginia & Rainy Lake railway runs north from this city toward Koochiching, through a pine country. Fifteen miles have been built thus far.

WILL BE AN EARLY SHIPPER.

A visit to the Oliver-Snyder property on Tuesday found the opening of the mine being pushed with all possible rapidity, and it is the expectation of Capt. Trezona, superintendent, to place the property on the shipping list shortly after the opening of navigation.

The Oliver-Snyder promises to be one of the finest of range mines, but in the development of the property considerable trouble has been experienced with water. Additional pumping capacity has been added, and this difficulty overcome.

The new mine will ship over the Duluth, Missabe & Northern, an extension of which line from a point near Clinton, on the branch to Hibbing, is now being constructed to the property.

WANT WEST END OF IONS.

D. M. Gunn is in receipt of a letter from vice President D. M. Philbin of the Eastern Minnesota railway in which it is stated that if options running for eight months, can be obtained on sufficient properties on this end of the range to justify the work, two drills will be put in operations at once. This statement implies that a sufficient number of the several owners of the lands desired would be required to act in harmony in giving the option for the specified time. The proposition appears to meet with considerable favor among those who hold title to property, and it would seem that concerted action to induce these explorations would be advisable at this time. In the event that paying mines are developed the usual royalties will be paid.—Herald Review.

GOES TO STEPHENS.

Capt. O. L. Wasson, for two years past at the Sauntery, has been tendered the local superintendency of the new Stephens mine, and will go there to look after the opening and development work of the new mine about April 1st.

The Stephens is a stripping proposition, and will be opened into an enormous producer. It is a Consolidated property, and like the Sauntery is under the superintendency of M. S. Hawkins, of Mountain Iron.

Capt. John Gill, formerly of the Oliver and last year at the Sauntery, will remain in local charge of these two properties.

FINNISH TEMPERANCE SOCIAL.

At the meeting of the Finnish Temperance Society on Sunday evening the following officers for the ensuing quarter were elected:

President—Iver Ruohomaki.
Vice President—John Olson.
Past President—Aug. Narva.
Recorder—Abram Bjornholm.
Treasurer—A. J. Jarvinen.
Financial Rec.—Simon Marjamaa.
Escort—Miss Hilma Aysta.
Inside Guard—Gust Maki.
Outside Guard—Eli Soger.
The Society hold a social and apron sale at the Hall on Sunday evening next, to which a cordial invitation is extended. Coffee and cake will be served at 25 cents per couple.

The gauge records of the United States lake survey show the following mean stages of water for February, above mean sea level: Lake Superior, 601.76; Lake Huron and Michigan, 579.21 feet, and Lake Erie 570.77 feet. These stages show Lake Superior to have been 0.37 feet lower than during the same month last year, and 0.17 feet lower than in February, 1895; Lakes Huron and Michigan were 0.36 feet lower than during same month last year, and 0.28 feet lower than during February, 1895; Lake Erie was 0.37 feet lower than during same month last year, and 0.37 feet lower than during February, 1895.

The question of license or no license submitted to the people of Two Harbors at the recent election resulted in a large majority in favor of the saloons.

A Thriving Burg.

The Village of Buhl a Progressive and Growing Community

WITH A BRIGHT FUTURE.

A visit to the village of Buhl on Tuesday found the people of our western neighbor looking forward to a bright year, and making active preparations to be in readiness for all the good things which fortune, aided by Republican prosperity, may throw in their way.

In the past few weeks several neat new cottages have been built, and the town takes on an appearance of permanency which is pleasing to note, and the new work being opened, in connection with the Sharon, is a guarantee of the faith of the citizens being well placed.

In addition to the Sharon, at which about 400 men will be employed this year, there are at present about 80 men at the Grant, adjoining, which property is now being developed under the supervision of Capt. Wm. White, and which force will be increased with the commencement of shipments. The Republic Iron & Steel Co. will at once develop their new mine on 14, 58-19, and a great amount of exploratory work is being done in the district. The town also has a big lumber industry about it, assisting in making of the place a good town the year 'round.

Several new business blocks are in contemplation, and one, that of L. Goldman, is now in course of construction.

The village was formally organized a year ago, and the record made by its first council was good. At the election there on the 11th M. A. Nichols was elected president, W. M. Bohn recorder, Gust Cronberg treasurer, L. Erickson, E. Everson and Jos. Kasun trustees, and it will be the aim of the new body to carry out and complete the unfinished work. This move was well exemplified by the action of the council at the Tuesday evening meeting looking to an early completion of the water system and making other provision for fire protection.

The growth of the village has been remarkable, and we are pleased to note the evidence of a continued faith and accompanying prosperity.

WILL DELIVER 4,000,000 TONS.

President L. W. Hill of the Eastern Minnesota road is in the city, a guest at the Kitchi Gammi club. He spent yesterday in conferring with Vice President Philbin and in looking over the terminals and other property of the line.

President Hill was asked how many tons of iron ore he expected the Eastern Minnesota road would deliver to Allouez bay this season. He intimated that the amount would be in the neighborhood of 4,000,000 tons. This will be a very important increase over 1901, when the Eastern delivered 2,327,000 tons. Mr. Hill says that the Canadian wheat situation has been somewhat relieved by the quantities shipped in bond to Duluth, and that considerable more of this grain will come this way if the Canadian Pacific will allow it.

The Eastern Minnesota will probably continue to use the dock of the Duluth Transfer Railway company. I understand that there have been reports that we were to patronize the Northern Pacific docks. The latter will probably be pretty busy and perhaps would not be able to accommodate the increased business. At any rate, we expect to use the same dock this year that we have in the past.

"The present indications point with great certainty to a very early opening of navigation, assuring a longer period of lake and rail operations than usual. The four Northern Steamship freighters in winter quarters here will be made ready at once to load for Buffalo. The work of releasing them from the ice will begin tomorrow. They will proceed to Lake Erie just as soon as the conditions appear safe."—News Tribune.

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