

THE EVENING NEWS BY B. W. BATES

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THURSDAY, MARCH 3, 1910.

The man who keeps pounding away is not always a knacker.

Frogs make good bass bait, but the human croaker attracts nothing but suckers.

There's one time when a man can get credit for all he is worth. That's when the assessor comes around.

Roseburg certainly is going to be the "Rose City" but by the plans outlined by the local Rose Club.

It is a little early for campaign news, however, it is not too early for candidates to commence to name themselves.

There's nothing slow about Douglas county. A man at Sutherlin will soon have a real, live aeroplane in operation. Skidoo, Mr. Automobile.

Of all the nonsensical rot published about the would-be Nesmith county, the Cottage Grove Leader certainly takes the verisimilitude. Talk about horse sense, the fellow that runs that paper hasn't got the ordinary intelligence of a scrub colt.

In the minds of most people in this section of Oregon a railway to tide water is the thing to be most desired, and that it will be a great factor in the development and upbuilding of Douglas county, is not disputed by any one. Many rumors of proposed railroads to Coos Bay have sprung into existence, but not until within the past two or three years have events of this sort had any legitimate source. The agitation for an electric system between this city and Marshfield that was instituted by The News three years ago in this spring and which resulted in stock subscriptions of about \$250,000 being pledged, was really the start of tangible railway enterprise. It is true that the work did not materialize as was hoped by everybody in Douglas and Coos counties, but the earnestness and zeal of the people in this part of Oregon set people in railway circles thinking. The matter has been seething ever since, and the completion of the recent surveys of the Coos Bay & Idaho are practically the outcome of the work that was instituted for a railway at an earlier date. That the Coos Bay & Idaho will build the line at once is practically assured. Some months ago the J. J. Hill interests were discovered to be lack of the enterprises, though the fact was not officially made public. As confirmation of the proposed railway line between Coos Bay and Roseburg, and ultimately eastward to the wheat belt in Eastern Oregon, word has come of the purchase of the terminal grounds in Marshfield and the filing of the deeds for the same. The railway company also holds options on adequate terminals in this city. These facts are evidences that the company means business, and it is believed that active work on the grade will be well under way before the summer is past. Coupled with these interesting events it is given out today that the Hill people have secured control of the Oregon Electric railway, running from Portland to Salem, and have projected as far south as Eugene, on which active construction will be undertaken this season. This information is assumed to be a forerunner of a road that will eventually extend from Portland to this city to connect with the Coos Bay line, thus giving the Hill interests a complete circuit. Hill is a railroad builder and the vast resources in western and southern Oregon have appealed to his judgment—and Hill has never missed it yet.



OREGON ELECTRIC SOLD.

Said to Have Passed Into Hands of James J. Hill.

PORTLAND, March 3.—James J. Hill is said to have gained control of the Oregon Electric road. The significance of the move can scarcely be exaggerated, for it is fraught with consequences of vast importance to Portland and western Oregon.

While local officials of the Oregon Electric deny any knowledge of the reported sale, it is admitted that they are not in a position to know the facts. Well informed local financiers are satisfied that the deal has been made and that Hill is now fully prepared to invade the Willamette valley as an open and active competitor of the Harriman system.

Nor is the purchase of the Oregon Electric the only important strategic move recently made by Hill. It is an open secret that when the United Railways was sold a few months ago the actual purchasers were eastern men intimately associated with Hill. By this deal Hill acquired the connecting link between his terminal property in the north end and the very heart of the west side business section. Moreover the United Railways connect with the present terminus of the Oregon Electric at Jefferson street, thereby opening the way for direct invasion of the Willamette valley.

Ever since the advent of the North Bank road it has been predicted freely by railroad men that Hill would not rest content with the exploitation of central and eastern Oregon, but would ultimately make a determined fight for the still more attractive territory lying west of the mountains.

POISONED HIS WIFE.

Northport, Wash., Man Arrested on Suspicion.

NORTHPORT, Wash., March 3.—George L. Popoon, former theological student and lecturer, was arrested here yesterday on a warrant issued by Prosecuting Attorney H. C. Kirkpatrick of Stevens county. He is held on suspicion of murdering his first wife, Mrs. Edith Popoon, August 29, 1909, who is believed to have died from the effects of strychnine poisoning. He was put in the county jail at Colville, Wash., today.

Popoon was arrested on a warrant. Another has been issued for Ray Wilcox, paroled convict, against whom the same charge rests. Wilcox has not been arrested. His whereabouts is not known. He broke his parole two days after the woman's death.

The warrant has been held 14 days awaiting the result of the examination of Mrs. Popoon's remains by Dr. Ralph Matson, of Portland, to whom they were shipped. But so strong was the sentiment of the residents of Northport that the prosecuting attorney decided to cause the arrest of Popoon. Excitement is at high pitch. Popoon has not made a statement.

Mrs. D. W. Wolcott, mother of the dead woman, is making every effort to make it possible for the Boys' and Girls' Aid Society to get charge of the youngest child of the Popoons. The two older children are wards of the Multnomah county juvenile court, but Popoon has the custody of the baby.

Cause Arrest of Wilcox.

Mrs. D. W. Wolcott, of 1111 East Fort-seventh street, Portland, Ore., and Mrs. Earl Pugh, of East Fifty-sixth and Belmont streets, brought about the arrest of Popoon and started the search for Wilcox after an investigation which they personally conducted and which covered a period of five months.

Mrs. Wolcott is the mother of Mrs. Edith Popoon, who died in convulsions at a lonely cabin six miles from Northport, Wash., August 29, 1909. Mrs. Pugh is the sister. They were helped in the investigation by Morton Crossan, an aged homesteader, at whose cabin the woman died. Mrs. Wolcott is now in Northport.

SPANISH SWINDLE.

State Department Warns Americans Against Graft.

The department of state at Washington has issued a warning statement against the so-called "Spanish Swindle," which has been operated successfully for over 20 years and on which many Americans have bitten. The counsel-general at Barcelona, Spain, has made a report regarding the swindlers, who are well organized and make a practice of securing money from rich American through an appeal by mail for assistance by the alleged prisoner.

The counsel-general states that the alleged prisoner, generally describes himself as a political prisoner from Cuba; he is at the point of death and has but one friend—the prison priest through whose good offices he is enabled to struggle an occasional letter out of the prison. The prisoner is rich. He has a fortune in cash

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CALL FOR COUNTY WARRANTS.

Notice is hereby given all parties holding county warrants issued by Douglas County, Oregon, and endorsed, "not paid for want of funds" prior to and including the 6th day of March, 1909, to present the same to the county treasurer of said county at his office for payment, for interest will cease thereon after the date of this notice. Dated at Roseburg, Oregon, this 16th day of February, 1910. J. E. SAWYERS.

Mr. George Parker certainly made a good fountain pen when he made the Parker Lucky Curve Pen. On sale at Roseburg Book Store. f-1-tf

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DAILY WEATHER REPORT

U. S. Weather Bureau, local office, Roseburg, Ore., for 24 hours ending 3 a.m. March 3, 1910. Maximum temperature .67 Minimum temperature .51 Precipitation .02 Total precipitation since first of month .03 Ave. precipitation for this month for 32 years .378 Total precipitation from Sept. 1, 1909 to date .23.51 Ave. precipitation from Sept. 1, 1909 .129 Total deficiency from Sept. 1, 1909 .195 Ave. precipitation for 22 wet season (Sept. to May incl.) 23.00 WILLIAM BELL, Observer.