

## CENTURY AGO

### Winnipeg Holds Western Canada Centennial.

### SHOE AND LEATHER MEN MEET

#### Chicago Complains that Minneapolis Has Better Freight Rate—Hearing Before Interstate Commerce Commission.

WINNIPEG, Man., July 10.—The Canadian Industrial Exhibition, for which Winnipeg and a large section of Western Canada have been preparing for nearly a year, was formally opened this afternoon by His Royal Highness the Duke of Cornwall. The duke and his party reached Winnipeg last evening and were accorded a patriotic welcome, in which practically the whole city participated. The visit of His Royal Highness will cover a period of ten days and will be marked by numerous important functions.

The exhibition which was opened today is the largest and most notable affair of its kind ever held west of Toronto. The numerous buildings and pavilions at the exhibition grounds are filled with displays representing the agricultural, stock raising and other resources of Western Canada and the marvelous progress of the past decade along commercial and industrial lines.

In addition to the industrial display the exhibition is designed to commemorate the centennial of Western Canada. A daily pageant will be given illustrating the founding of the first settlements on the Red River by the Scotch pioneers set out by Lord Selkirk in 1812. Other features of the entertainment program of the exhibition are the 1000 race meeting, acrobatic fights and the first national encampment of the Boy Scouts of Canada.

### Shoe and Leather Men.

BOSTON, Mass., July 10.—From all sections of the United States and Canada shoe manufacturers, wholesalers and retailers, tanners, salesmen and factory superintendents have flocked to Boston for the National Shoe and Leather Week and Fair, which opened today. The Mechanics building is filled with exhibits illustrating every branch of the shoe industry. During the week the visitors will pay visits of inspection to some of the largest shoe factories in the Boston district and the factory of the United Shoe Machinery Company, at Beverly.

### Dealers Assail Wheat Rates.

CHICAGO, Ill., July 10.—Prominent grain dealers and millers throughout the West attended the hearing conducted here today by Examiner Boyle of the interstate commerce commission relative to alleged unjust rates on wheat from Minneapolis to Chicago. The proceeding is regarded as exceptionally important to the flour interests.

As a result of the milling-in-transit arrangement at Minneapolis, it is alleged, millers in the latter city are enabled to bring wheat there, turn it into flour and ship it to Chicago at the rate of 7 1/2 cents a hundred pounds. Chicago millers, on the other hand, are compelled to pay 10 cents a hundred pounds on wheat shipped here from Minneapolis. This arrangement, it is contended, enables Minneapolis millers to deliver their flour in Chicago at an advantage of 2 1/2 cents a hundred pounds, so far as freight charges are concerned, over the local millers.

### Gathering of Catholic Indians.

CHAMBERLAIN, S. D., July 10.—What is probably the most unique religious gathering of the summer was opened today at the new town of White River, near the Rosebud reservation, where several thousand Indians professing the Catholic religion gathered for a camp-meeting. The Indians have gathered from several states, the reservations represented including the Standing Rock, Cheyenne River, Rosebud, Lower Brule, Pine Ridge, Yankton and Sisseton. The meeting will last several days and will be addressed by numerous Catholic priests as well as some of

### JUDY OFF FOR SALEM.

Informed that Governor West had requested him to come to Salem in order that they might enjoy a private talk, Cal Judy, the Loon lake settler, whose pardon was recently revoked by the chief executive of the state, departed for Salem this morning where he will enter the state penitentiary preparatory to serving the remainder of a life sentence. Judy was accompanied to Salem by a penitentiary guard who represented himself to be a special agent of the governor. Judy has already served about 15 years in the penitentiary for the killing of a neighbor in the Loon lake vicinity. He was pardoned by ex-Governor George Chamberlain in 1907. When Judy departed for Salem this morning he had little idea that he was to be admitted to the penitentiary. In fact, he seemed delighted with the thought of conversing personally with the governor regarding his troubles.

### Boston Ancients in London.

LONDON, July 10.—The members of the Ancient and Honorable Artillery Company of Boston, who are to make a two weeks' visit with their namesake organization, the Honorable Artillery Company of London, arrived in England today. The visitors were met at Liverpool, and escorted to this city by a delegation representing the London company. Tomorrow a banquet will be given at the armory house in honor of the Americans.

### DUTIES OF PARENTS AND CHILD HYGIENE.

Extract From Address Before National Educational Association.

L. N. Hines, superintendent of schools, Crawfordville, Ind., said in part:

"There is an ever-increasing tendency on the part of the public to hand the duties and responsibilities of the parents and the home, toward the children, over to the school. Originally the public school was supposed to give only the rudiments of an education in a few branches. It is a far cry from that earlier day to the present when to the original three R's have been added perhaps a dozen subjects, with more knocking for entrance all the time. In addition to intellectual training the school in this latter day must look after the moral training of the student and after his physical welfare as well. Never has the world seen such a campaign as there is at present, looking to the preservation of the health of the public. Both expert and layman feel it everywhere. 'Swatting the fly' has become a national pastime because people believe that the fly ought to be 'swatted'. There is a continual national campaign against dirt disease-producing conditions. The school naturally feels this nation wide agitation. The school must respond and do its share. Not only must the conditions surrounding the child in the school be right—the school must go farther and see that the child has the right conditions of living outside the school, so far as that is possible. The teacher, the school doctor, the school nurse, the home visitor, must all do their share in seeing that the child is given the best chance. The teacher's responsibility is a great one, and the tendency is to make it greater all the time. There may be a limit to this responsibility, but the limit is not well defined. The teacher must do everything possible to preserve the health of those under her care. More than ever before the teacher holds the destiny of the coming generations in her hands."

### PARTNERSHIP DISSOLVED.

The partnership heretofore existing between Milledge & Pickens and the common pest known as Piles, has been dissolved. Milledge & Pickens retaining full possession.

J. J. White left for Eugene this afternoon to look after business interests.

## DRY CAMPAIGN

### Was Started Last Night by Brotherhood of 5 Churches.

### AIM TO KEEP ROSEBURG DRY

#### Many Laymen Talk On The Liquor Topic—Ministers Also Voice Their Views Against The Traffic.

About one hundred members of the brotherhoods of the Presbyterian, Baptist, Christian, Methodist and Methodist South churches met last night in the parlors of the Presbyterian church in a union banquet. Sandwiches, pickles, coffee and ice cream and cake were served and appreciated by all present.

After the repast B. L. Eddy as toastmaster stated that as heretofore there would be short talks and instead of calling on the ministers first he said that he intended to call on the laymen and let the ministers hear what they had to say. W. L. Cobb was called upon first and he said in part: "A great many people say that I am a crank on the subject of temperance. Well, I am glad that I can be a crank on the side of righteousness. I hope that we will be able to keep the saloon out of Roseburg and I believe that we should start the campaign against the saloon now."

H. B. Church was called upon next and he stated that he has always fought the liquor traffic and always intended to and that he didn't care who knew it. "I am willing to do all that I can to keep the saloon out of Roseburg," he concluded.

"I have given this subject much study," said B. W. Strong, "and I want to say that it has many angles. One of the first things that we as temperance people overlook is that in doing away with the saloon we offer no substitute to that great body of people who make the saloon under present conditions their club room. In order to do away with the saloon we must offer some substitute. I believe that the Y. M. C. A. is doing good work along this line in many cities in this country. I hope that the saloon will be kept out of Roseburg and I hope that we may be able to solve all problems connected with it."

Hon. A. C. Marsters in a general way covered the subject in his remarks. He said the only way to keep the saloon out of any community was for the entire Christian citizenship of the community to get behind the movement and keep behind it.

"I do not profess to be a speaker," said Carl D. Shoemaker, "and I feel sure that when I am through you will agree that I am not one. I prefer to discuss with the citizens of this community through the columns of the newspaper from night to night this as well as all other questions respecting the betterment and upbuilding of Roseburg and Douglas county."

B. W. Bates said: "Saloons are hell and the Roseburg brewery comes next."

B. S. Nichols stated that the liquor interests were trying to control every phase of our life. "They inject the wet and dry questions in our councilmanic elections and all others," he said. "I believe that every citizen who has the best interest of his town at heart should get out and fight this saloon business."

Rev. Maclean, Rev. Burkhardt, Rev. Mears and Rev. Eaton all made talks and expressed hope that the liquor business would not be permitted to gain a foothold again in Roseburg.

### LOCAL NEWS.

At the annual convention of the Improved Order of Redmen held in Portland yesterday, F. G. Miceli was elected Great Sachem of the order. Dr. F. H. Vinch, of Roseburg, was elected representative to the Great Council for the United States for the two year term.

The first automobile to make the run from Marshfield to Roseburg, over the Myrtle Point road arrived here shortly after noon today and is now at a local garage where it is

### INMATES GO TO PORTLAND.

It was reported here on good authority that two of the inmates of the hawdy house left on train number 14 last night for Portland to be in attendance at the Elks' carnival. They are said to have worn cerise neckties the same as worn by the local Elks delegation to Portland and in addition they are said to have had fastened to their coats the local Elk emblem which is a large head which is tied to a cerise ribbon to which is fastened an enameled rose. It is a shame and a disgrace that women of this character are permitted to mingle with decent people and especially under the guise of being identified as a relative or close and intimate friend of members of the local order of Elks.

undergoing slight repairs. Although the roads were quite heavy in spots the machine made excellent time and arrived here in apparently good condition.

## NO SPOT ON HIM

### Senator Jones Sees in Lorimer Sublime Character.

### BRITISHER CARRIES OFF PRIZE

#### Wins Race in Olympic Games Today Makes World's New Record—Americans Hold Second and Third.

(Special to The Evening News.)

WASHINGTON, July 10.—Senator Jones spoke in favor of Lorimer today, saying that although he had voted against him the first time, testimony of character witnesses in the last hearing had so impressed him with the Illinois senator's excellent personality that he was obliged to change his mind, and he would vote to keep Lorimer in the senate.

### Miss Strachan Defeated.

CHICAGO, July 10.—Miss Grace Starchan, of New York, was this afternoon defeated in her desire to have her name placed before the National Educational Association as nominee for the presidency, the report naming E. T. Fairchild, of Kansas, for the place. The committee report was adopted and Fairchild was elected. Grace A. Shepard, of Idaho, was elected treasurer.

STOCKHOLM, Sweden, July 10.—Unexpected defeat was the portion of American athletes today in the Olympic games. With five men qualified here for the final 1500 meter race, it was believed that the Americans would probably carry off the honors. Instead, the race was won by Jackson, the British crack runner, who made a new world's record, the time being 3 minutes 56 and 4-5 seconds, as against the old record, of 3 minutes 59 and 4-5 seconds. Kiviak, of New York, took second, and Tabor, of Brown University, was third, partially redeeming America's prestige.

### UNITED ARTISANS INSTALL.

Umpqua Assembly No. 105, at their regular meeting Monday night, July 8, installed the following officers: P. M. A., J. A. Buchanan; M. A., Rossina Patrick; Supt., C. B. Patrick; Ins., Florence Root; Sec., Emma Faulkner; Treas., Belle Stephenson; Sr. Con., C. K. Root; N. C., P. H. Black; Inst., Sarah McCulloch; Warden, S. J. Black.

J. A. Buchanan was installing officer. We also received seven application cards for membership. After the assembly closed a social time was enjoyed, after which we wended our way to an ice cream parlor where we partook of ice cream. We always have a good time at the Artisans. All visiting members are invited to attend.

E. FAULKNER, Sec.

## OUR RESOURCES

### Many Good Reasons Why Railroad Will Pay.

### WATER GRADE TO THE COAST

#### J. M. Eagle Expresses Confidence In Douglas County—Wealth Here Equal To Any Section Of America.

As agreed, I beg to tell the good people of Douglas county a portion of what I know about the railroad conditions at this time, especially that of the several proposed roads now under contemplation in this county.

Many people of that county, of course, know that there are two roads being surveyed within the county, both pointing over the high range of mountains lying between this place and Coos Bay. As a railroad man of considerable experience, I cannot conceive why any one should attempt to build a railroad over a high range of mountains to find deep water shipments, when they could have an easy, gravity proposition from Roseburg to the sea, all of the way down to the latter place on the banks of the great Umpqua river, and I learn from official sources that one of these two companies referred to has concluded to back off from the summit of the mountain and they are now actually surveying down the Umpqua river, through the canyon at the lower end of Coles Valley, and this one company, at least, has concluded that that move is the most sensible one for the very good reason that bond people would not, at this time, consider the matter of financing a railroad over that high range of mountains when the builders could have a much better route with no reverse grades whatever and, indeed, with very little grade at all, with an excellent condition to carry out the heavy tonnage and only a light grade for the incoming business.

I have been told, but not officially, that the other road surveying immediately west of Roseburg, over the mountains, is not very active at this time and that probably they have concluded that they are up against a hard proposition in the way of marketing bonds for the building of that road across the high mountain range. I will state that the writer has been quite active for a number of years in the way of promoting the building of a railroad from Roseburg to Englewood ranch and then on down that splendid stream to Winchester bay. When I found that the Southern Pacific Company had concluded to abandon their line from Drain to Coos Bay and having purchased the Fryer ranch at Kellogg when that road was in actual course of construction, I began to negotiate with financial people for funds with which to build a road from the proper place at Roseburg down the river and through the ranch and then on to the sea. I am happy to state that I have recently succeeded in getting the matter in a satisfactory and tangible shape and I have reasons to believe, and so believe that, within a short time, we shall enjoy the distinction of having the best electric line and one with the largest and best business of any railroad of that kind in America.

Undeveloped resources between Roseburg and Winchester Bay, I find to be almost unbelievable. In my reports to the financial people, I have hesitated to show the maximum of these wonderful assets. A portion of my report, which is positively below the maximum, shows:

Lumber tonnage	8,000,000 tons
Cordwood	8,000,000 tons
Farm produce	50,000 tons
Coal	16,000,000 tons
Clay, cement, rock, etc.	8,000,000 tons

This tonnage, I would state, can be verified and a great deal larger tonnage can be shown. This tonnage also is only estimated on the legitimate business which a new road would secure between Roseburg and Winchester Bay and would not in any way interfere with the tonnage already secured by the present Southern Pacific system. It also

does not include the tonnage that it might secure from the balance of the county acreage, amounting to more than three million acres, a portion of which would naturally gravitate to the new line and would reach deep water shipment at Winchester bay and also the line would connect with the railroad now building north from Eugene via Winchester, Coos and Humboldt bays, a railroad which will ultimately and very soon reach the bay of San Francisco.

This splendid new road condition, with the moral assistance of the people of Roseburg, Winchester Bay and the entire county, will cause to be established immense saw mill plants along with the factories to work up the by-products from same; one set of which should be planted at Roseburg to manufacture a half million feet of lumber daily. Another one of the same size could be established at Winchester just to the north of Roseburg.

These saw mill enterprises and other factories that could be established here should grow these two places together within a very few years.

An electric railroad within ten years, should run through one main street from Roseburg on the south fork of the Umpqua to Winchester on the north fork and this condition should obtain and Roseburg will then be the best inland town on the Pacific coast.

At Englewood ranch, where the large power plant will be established, creating some 15,000 horsepower, and where there is now standing more than a billion feet of excellent timber and to which point several million more feet of timber can be floated to the saw mill enterprise that is now being considered for that place, there will be a town built of several thousand population. Several smaller towns will, no doubt, be established along this line, and at Winchester bay, there will be a town built rivaling any coast town in the state of Oregon, or, indeed, between Seattle and San Francisco.

The natural resources obtained in this county assure the conditions referred to, and more. The timber in the entire county amounts to some fifty to sixty billion feet. It all absolutely gravitates to the Umpqua river; should, and will come down that river partly by water and the major part of which will be carried on the proposed railroad. I have here in my office at this time, coal taken from the hills just west of the Englewood ranch at Kellogg, which is equal to the best coal found in the great state of Pennsylvania and I find that this coal does not lay in a small body as reported by some people, but is very extensive. The hills are bristling with this coal the same as is found in the hill country of Pennsylvania, much of it requiring no shafting whatever and is uncovered and cropping out of the hillsides.

From examination and information, I find that the coal referred to is probably many miles in extent north and south and is found all the way from south of Winchester bay through to the Englewood ranch. It is also found east of Roseburg and there is no reason to doubt the fact that, by shafting, coal may be mined all under Coles Valley and there are reasons to believe that it is immediately under the town of Roseburg.

I find also that Douglas county is quite as near immense bodies of the best iron in the world as is the city of Pittsburg, Pa. We have the coal here in almost inexhaustible quantities, at least to last for hundreds of years for the working of rolling mills, smelting, iron and steel mills and, indeed, all kinds of iron and steel plants.

Winchester Bay at least ought to enjoy these conditions and should the Umpqua river be improved in a manner to justify the building of iron and steel plants, there is no doubt that ultimately plants of that kind would be established along the river equal to those of the Ohio, Allegheny and Monongahela rivers at Pittsburg. We have the coal equal to Pittsburg and the further advantage of deep water shipments practically from the iron mines to the proposed plants on the Umpqua, within easy reach of the coal where the iron mills are usually planted.

These, my friends, are facts and figures carefully compiled and the

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