

Pull for a bigger, better and more prosperous Roseburg and Douglas County.

# THE EVENING NEWS

The Only Paper in Roseburg Carrying Associated Press Dispatches

ROSEBURG, DOUGLAS COUNTY, OREGON SATURDAY, FEBRUARY 8, 1919

THE WEATHER  
Oregon Historical Society  
Auditorium  
Tonight and Sunday, Rain.  
Highest temp. yesterday.....58  
Lowest temp. last night.....46

VOL. X.

NO. 34

## BACKBONE OF SEATTLE SYMPATHETIC STRIKE BREAKING

### IS ONLY A MATTER OF A FEW HOURS

Car Operators Preparing to Return to Their Work This Afternoon.

### MAYOR HANSON FIRM

All Union Exemption Cards Are Torn From Street Cars By Order of Mayor Ole Hanson.—Labor Unions Are Ignored.

(By Associated Press.)  
STILL IN CONFERENCE.  
SEATTLE, Feb. 8.—The street car officials in the statement of this afternoon that they believed that it was only a matter of a few hours until the backbone of the sympathetic strike which has had a grasp on the industrial activities of Seattle, will be completely broken. The car operators are preparing to return to their work, they declared today, which is the first real disposition shown that the union forces are weakening. Union carmen are still in conference at a late hour this afternoon with the general strike committee.

Troops Ordered Held.  
SPokane, Feb. 8.—The commanding officer of Fort George Wright announced late this afternoon that he had received orders to hold troops in readiness to move to Butte to quell disturbances which are expected there.

SEATTLE, Feb. 8.—No action had been taken at eight o'clock this morning by the strike committee on the ultimatum of Mayor Hanson issued yesterday to the effect that he would take a firm hand in conducting the affairs of Seattle unless there was a decided change in the attitude of the strike leaders. There were no street cars operating this morning and the officials were still undecided when an attempt would be made to place them at the disposal of the public. The city-directed jitney service, however, has been inaugurated under the mayor's order, who states that unless the trolley companies put their cars in operation at once, the city cars would be sent over all lines.

According to authentic information received at Seattle today, the Governor of Washington has the promise of the War Department that all necessary co-operation in coping with the possible strike troubles in this city as well as at Tacoma, will be given the state and city officials.

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ORDERED BACK TO WORK.  
SPRINGFIELD, Ill., Feb. 8.—J. P. Noonan, acting president of the International Electrical Workers, in a telegram today directed all the electrical workers now out on a sympathetic strike at Seattle to return to their work at once.

TAKE REFERENDUM VOTE.  
EVERETT, Wash., Feb. 8.—The Trades Council has voted to take a referendum vote on the question of a general sympathetic strike. The returns from this action will be made known next Wednesday.

REVIEW STRIKE SITUATION.  
SAN FRANCISCO, Feb. 8.—The announcement that L. C. Marshall, of the Labor Adjustment Boards, is here to "review the whole strike situation" was made at the office of the shipping board today.

BRICKLAYERS WILL STRIKE.  
NEW YORK, Feb. 8.—The union bricklayers and heating engineers of the country over will be called on a sympathetic strike Monday in an effort to enforce the demands of carpenters, who are asking for a dollar a day increase in their wages, accord-

### OREGON URGES MERCHANT MARINE

Eddy Introduces Memorial Asking Congress to Get Into Immediate Action.

### CALIFORNIACOOPERATES

Necessary Foreign Markets Be Reached and Only Way is Through A Substantial Government Merchant Marine.

(By Associated Press.)  
SALEM, Ore., Feb. 8.—Oregon has taken the first steps in joining other Pacific Coast states in urging upon congress the establishment of a merchant marine on the Pacific coast. A joint memorial has been introduced by Senator Eddy, asking congress to get into action and a conference was held in the governor's office between Secretary Quayle, of the Oregon chamber of commerce, President Vinton of the senate, Speaker Seymour Jones of the house, Senator Eddy, chairman of the senate reconstruction committee, and Ben Sheldon, chairman of the house reconstruction committee. Data was submitted to show that 400 ships are necessary to carry to the markets of the world the lumber output of this state, aside from the marine needs of other industries.

Washington and California are participating in the movement and Governor Withycombe believes that joint action by the three coast states will awaken congress to the knowledge that action is imperative.

FIX SALARY RATES.  
SALEM, Ore., Feb. 8.—In urging the passage of the house bill placing \$75 per month as the minimum salary which may be paid school teachers, Mrs. Alexander Thompson, representative from Hood River, and Wasco counties, made an impassioned speech. She said:

"Gentlemen, let us take the schools of Marion county for example. In 1914 and 1915 the average wages was \$68.18. In 1918 and 1919 the average wage is \$64.78. The increase in pay has been \$6.00. In living expense the increase has been \$9.78. Gentlemen, these are facts.

RESTORE DEATH PENALTY.  
SALEM, Ore., Feb. 8.—The senate committee on judiciary has reported favorably Senator Dimmick's joint resolution to restore the death penalty for persons convicted of murder in the first degree or for treason. The committee added the amendment that juries instead of the court shall determine whether the penalty shall be death or life imprisonment.

WEYERHAUSER AGENT HERE.  
W. G. Marshall, tax agent for the Weyerhaeuser timber interests, was in the city for several hours yesterday conferring with the county court in regard to a few minor matters.

WILL TAKE STRIKE VOTE.  
OAKLAND, Feb. 8.—The Oakland shipyard laborers' union, with a membership of 3,000, voted next Monday a holiday at which time a strike vote will be taken. Wages of \$6 a day has been proposed.

FINISH WORK TODAY.  
PARIS, Feb. 8.—The peace conference commission on the Society of Nations expects to finish its work at today's session.

REPORTING BOLSHIEVISM.  
LONDON, Feb. 8.—The British government is quietly arresting and deporting undesirable aliens, who are believed to be Bolshievis propagandists.

### OREGON BOYS GET ROUSING WELCOME

Philadelphia Accords Tremendous Reception to Boys of 65th Regiment.

### PEOPLE ARE INJURED

Onrush of Sightseers So Great That Five People Were Injured by the Welcoming Crowds Lining Piers Along the River.

A reception such as has never before been accorded returning soldiers was given the boys of the 65th Coast Artillery, as they landed in Philadelphia, according to reports from that city. The following is an item from a Philadelphia paper, a number of which have been sent home by the Roseburg boys:

"The Haverford rode on a stream so transformed by the mighty impulse of a righteous war that even the few Pennsylvanians on board had difficulty in recognizing the Delaware River. For miles upon miles every wharf was black with human figures. Every boat's length of the way was attended by shrieks of rejoicing from the iron throats of whistles and sirens, the thrum of saluting cannon and the music of brass bands and welcoming human voices. At the Washington Avenue pier so many thronged to see the men that five persons were injured in the rush.

The men were taken from the ship and they were marched thence to their railroad station, a mile and a quarter away, through a multitude only too eager to express its gratitude and its homage to the youth whose knightly spirit, whose courage, whose tenderness and whose sacrifice had enfranchised once more the souls of men and brought into the world something more than the hope and the promise of a new and a mightier day.

The iron discipline of the soldier's life forbade the hand of friendship to go out to the men—only the votes might avail. So great was the desire of the government that the men should fulfill their high purpose of protection, not destruction, to those among whom they lived and had been, that those who received them into the city were not permitted to approach the brief line of parade, but forced to see them from an invisible barrier as rigid as a steel wall.

Not a score of Philadelphia soldiers were among those on the great ship, and this fact made the men themselves inclined to marvel at the welcome which awaited them. They expected as so often had been their portion, to steal up the stream in silence, to debark in silence and to proceed in silence through the silent streets to their next station.

Many of them had been more or less torn and war-battered, many were convalescing from illnesses of war camps which they declared, had carried with them more suffering and error than the military front itself. Many had grown accustomed to passing through communities where happiness and hope alike had been banished, in many cases forever, from the faces which greeted them in their passage.

Long ago had in many ways changed the men from the light-hearted American youths they had been, on setting out. They were returning war-torn, experienced men, accustomed to weighing action and impulse alike, and accustomed to bearing with it as the actual burdens of the weak and inept. But when after the "Thracian ships and foreign faces," they first beheld and heard the sights and sounds of Homeland, saw the shores and heard the speech of America, the men changed back to their youth, gave cheer for cheer, and shout for shout to those who thronged awaiting them.

There was a whole artillery regiment—the 65th aboard. These men had gone to the French front, and had been used to pound, with their heavy 9-inch howitzers, one forest after another of the advancing German front. They had come into the vacant theatre of Hell at Verdun, where the pride of the German Crown Prince was crushed, at the cost of many thousands of faithful lives. They had given back shot for shot against advance posts, the hidden ammunition depots, working for long hours by day and night, and departing swiftly under the cover of darkness, until word had come stealing back through the infantry lines that the German power was done. And this news came to them, of all places where retribution might seem sweetest, at the very fortress of Douaumont. The men, in all their flight had never seen a German, except those who came as prisoners; but

### SIXTY-FIFTH TO LEAVE MONDAY

Portland Planning Mammoth Celebration For Boys of Oregon Contingent.

### WANT ROUTE CHANGED

Telegrams Have Been Sent to Oregon Senators in An Effort to Have the Organization Routed Through the State.

65TH LEAVES MONDAY.  
(By Associated Press.)  
CAMP DIX, N. J., Feb. 8.—The Sixty-Fifth Coast Artillery will leave for the West, Monday, Feb. 10th. Boys all anxious to get home.

PORTLAND FEB. 16 AND 17  
PORTLAND, Feb. 8.—The Sixty-fifth, Coast Artillery, will be in Portland Feb. 16 and 17, according to word received by the Soldiers' Reception Committee today. A special train carrying 952 officers and men will leave Monday enroute for Camp Lewis, Wash., for demobilization.

The above telegram received this morning caused a thrill among local residents, when it became known that the Oregon regiment is scheduled for an early start home. Leaving Camp Dix on the 10th, they will arrive in Portland on the 16th, the day anticipated and for which the gigantic celebration has been planned. Portland is making every effort to give the boys the welcome which they deserve and it is a certainty that there will be no lack of enthusiasm when the troop trains pull into the Union Station. The city is already being decorated and a committee has been appointed to see that there is not a bare flag pole within the metropolis.

A movement has been set on foot to give every city in Oregon a chance to welcome the returning heroes and telegrams are being sent to the Oregon delegation in congress in an effort to have the routing changed so that the boys will pass through over the Southern Pacific Lines. The following telegram was dispatched today from this city:

"Please use your best efforts to have the Sixty Fifth, Coast Artillery, now at Camp Dix, routed the Southern route, so that the boys of this regiment can pass thru their home towns. We want to show the entire regiment our appreciation. Ashland, Medford, Roseburg, Cottage Grove, Eugene, Salem, and Albany, have men looking forward to the homecoming of this splendid bunch of men, and are entitled to this consideration. Many California men also in this regiment.

(Signed:) Citizens of Roseburg.  
Copies of this telegram have been sent to Senators Chamberlain and McNary and it is hoped that the organization will be sent over the Southern route, so that relatives, who are unable to go to Portland, will have a chance to meet the men near their homes.

MORE TROOPS ENROUTE.  
(By Associated Press.)  
WASHINGTON, Feb. 8.—The battleship Kansas and 5 transports, bringing five hundred officers and nearly eight thousand men, has sailed from France to the United States. The 116th Engineers and many Oregon troops are on board these boats.

their heavy shells had gone to their appointed places, over miles of intervening land, until imperialism, beaten beyond hope, had slithered out its life and the new civilization began in earnest.

### ROADMASTER FILES ANNUAL REPORT

Been Endeavoring to Organize Road Work Tending For System of Highways.

### LOCATION IS ESSENTIAL

Lateral Roads Favored as Benefits To Greater Number of People Derived Result From That Method of Construction.

The following is the first annual report which has been made by the County Roadmaster to the county court. It contains an account of the policy followed during the past year and also the plan under which the work in the future will be governed: To the Honorable County Court of Douglas County, Oregon: Gentlemen:—In presenting herewith my first annual report, it is intended as a statement to your board and to the citizens of Douglas County, of what we are spending, how we are spending it, and where it is spent, and is not a treatise on road construction or road engineering. This report covers the fiscal year of the county from February 1, 1918, to December 31, 1918, and shows the progress we have made in the work of building highways, bridges and culverts in Douglas County, and their maintenance and care.

It has been our endeavor during the first year we have been in this office to organize the road work. We have worked towards the desired end of getting a plan of road building and road maintenance which, if carried out, will eventually give Douglas County a first-class system of highways. Anything short of a definite plan of road work is bound to fail. A haphazard method of construction and maintenance may appear, at first consideration, to be reaching the desired end of good roads, but such appearances are deceiving, and in the final accounting the work will amount to naught. We are endeavoring to formulate a definite, workable plan which, if adhered to year after year, will result in giving good roads to all. The essential features of this plan are as follows:

1. Good location. No more roads in Douglas County shall be constructed except on the best possible location. We are looking ahead for all time in this matter, and are placing our new roads where they will not be changed and where they can be economically constructed, economically maintained and economically used. Individual interest does not enter into this part of road building. Our motto has been and will be, "We have no interests to serve but the public interest" in road location. To my mind, location is the essential of road building. A good many men can build a road on a good location, but no man can build and maintain a good road on a poor location. Get the proper location and all other road essentials will follow.

2. Construct to a standard. It is our plan to build all roads on a standard of grade, cross sections, drainage and alignment. Whatever we have built has been intended to be a part of a finished product, and as money and labor becomes available these finished parts will be joined together and we will get a complete whole that will be built to a standard design.

3. Construct main lateral roads first. It is our plan to place our efforts upon the main lateral roads in each district of the county. It appears to us that when one road is improved into a certain locality the benefits derived are equally distributed among the people living near by, while if a second class or a feeder road is improved, the benefit is only for a few who live on this certain road, or in its near vicinity. A community that has its main highway in good shape can say that it has a permanent improvement that is of benefit to all.

4. To build from the market or community center out to the more out-lying districts. It has been our aim to improve the roads lying near the market and community centers instead of those in the out-lying districts. Almost everyone necessarily travels the roads to their market and community centers; therefore if such roads are improved the benefit is equally distributed to all people living in that district; while if an improvement is made upon an out-lying road first, the benefits accrue to only a few; therefore, unless otherwise instructed, we will place our efforts on the roads near the market and community centers in each district.

Rev. J. P. Yarbrough left for Myrtle Creek this morning where he will occupy the pulpit of the Baptist church at the Sunday services.

### PIONEER DAYS ARE RECALLED

Mrs. Alice Moore Enjoys the Honor of Being Oldest Resident of City.

### CAME ACROSS PLAINS

Has Been Associated With Roseburg From the Time That It Was a Tiny Village Until the Present Time.

Who is the oldest resident of Roseburg—of Douglas county? These are questions which have been asked frequently of late, for there is a deep interest now than ever before in our pioneers—those people who fought and overcame, who saw and conquered, and made for a land unsurpassed in all the world. Through their work, which cost them much in the way of tolls and hardships, a country, the wealth of which will probably never be realized, is coming into its own but few of them remain to see what their hands created. Few of us realize what it has cost to win this country from the wilderness and it is not until we talk with one of these silver haired people, who have spent their lives in the struggle and are now contentedly resting, viewing the success that has crowned their efforts, that we become thrilled with the spirit that has made Oregon the great state that it now is.

Two women, still active and full of interest in the affairs of the community, share the distinction of being the oldest residents of Roseburg. Not the oldest in age, for the years have passed them lightly and they are not old; they came here as children and today they share the honor of having lived in this city longer, possibly, than any other resident. They are Mrs. Nancy A. Party and Mrs. Alice E. Moore. Which one has been here for the greatest number of years we are not certain, but both have spent almost their entire life in Roseburg or its immediate vicinity and are still able, to tell of the early settlement of what they have seen grow from a village to a modern city.

Mrs. Alice Ellen Gaylord Moore, who shares this distinction, comes of the Revolutionary stock which typifies the true Americanism. She was born in Magnolia County, Ill, on the 7th day of January, 1846, the daughter of Orange Gaylord, whose name has been linked closely with the progress of the state.

In March of 1860 Orange Gaylord, with a party of friends, crossed the plains to Placerville, Calif., arriving at that place August 1 of the same year. From there he went to San Francisco, then in the throes of the great gold rush and embarked on a sailing vessel for Portland, Oregon, landing at Astoria October 6, the voyage just taking 37 days. He then went to Portland and remained in Oregon over the winter, returning to Illinois by way of Nicaragua in the summer of the year 1861. He remained there for about a year and on March 7, 1862, with his wife and 7-year-old daughter, and a party of relatives, started again for the Pacific coast, arriving in August of that year and settling at Oregon City. After several months at that place the family took up a donation claim at Fort Hill, near Molalla, and after a short residence there made a pioneer trip by way of Portland around the Cascades to what is known as Eight Mile Creek where they made their home. It was while living here that the family purchased the Peter William place in Looking Glass, Douglas county, and there they arrived April 2, 1861.

Here a few months later, Alice Gaylord, 15 years of age, became the bride of Edwin M. Moore and moved to the home built in this city in the year 1858, and which still stands at the corner of Washington and Rose streets, a monument to the efficiency and durability of the carpentry of those days.

At that time Mr. Moore conducted a harness shop facing Main street on the lot now vacant, immediately north of the S. K. Sykes hardware store. Later he moved to a place now occupied by the Wilder and Agee establishment. In 1854 a disastrous fire wiped out the entire village with the exception of the Moore home, the brick store building owned by H. C. Stanton and a small building on the site now occupied by the Churchill Hardware store. The fire started in the Metropolitan hotel and spread rapidly, obliterating all habitations and business establishments with the exception of those mentioned. Since that time Mrs. Moore has seen Roseburg grow from a dwelling and two store buildings to a city of its pres-

### NO OPPOSITION RAISE GAS RATES

No Representation Is Present From Local Consumers At Hearing Today.

### FIGURES PRESENTED

Cost of Production Has Increased Until It Becomes Necessary to Close Plants Unless An Increase in Rates Are Granted.

Practically no opposition developed today to the application of the Oregon Gas & Electric Co. at the hearing which was held at the courthouse before the Public Service Commission, which was represented by H. H. Corey, Fred Williams and W. P. Ellis, and Utility Engineer Fred A. Rasch. J. F. Kathrens, secretary of the gas company with headquarters at San Francisco, presented the application.

Mr. Kathrens stated the conditions with which the company is contending and quoted figures showing that the Roseburg plant is being run at a loss and also that unless the income of the local company is increased the plant will have to be shut down and quit business as the stockholders are not willing to continue pocketing the loss.

Attorneys I. B. Eiddle and Carl Wimberly represented the city which holds a franchise under which the company is operating, but it will be the policy of the city to only protect itself and let consumers who are willing to pay the increased rates continue to use gas in the event the commission sees fit to allow the raise.

Mr. Kathrens introduced reports showing that from July 1, 1918, to Dec. 31, 1918, the total plant operated with a loss to the owners of \$842.49. During that time the company here produced 3,027,000 cubic feet of gas at a cost of \$11.88 per thousand. The gas sales for the same period of time amounted to \$4861.90, or an average return of \$1.60 per thousand, a loss of 28 cents per thousand of gas. This shows that the company is not fully paying for itself but the expenses listed does not include returns on the investment, interest on bonds or salaries for officials.

The cost of manufacturing, the secretary says, has increased more than 700 per cent. Oil alone has jumped from 2 to 6 cents per gallon, the present contract for the year's supply being at six and a quarter cents which is the same as the open market. He says that it was considered the best policy to secure oil on contract as there is very little possibility of the price being lowered for many months as there is a great oil shortage while the demand of the oil-burning boats, which have been constructed during the war, will use up the supply almost as fast as it is produced.

During the year 1917 oil cost 40 cents per barrel while now it costs \$1.60 in the field while the freight rate to Roseburg adds another dollar to this cost making the total cost of oil per barrel F. O. B. Roseburg \$2.60.

He also stated that none of the San Francisco officials have received salaries or any remuneration for the money expended in the investment, the only amount being used outside the local office being \$25.00 sent to the home office for the purpose of auditing the books. The number of consumers, he was stated, had fallen from 275 to 260, since the former increase made in July, 1918.

During the month of December, 1918, the amount of gas production was 478,000 cubic feet and was sold at a deficit of \$195.46, the expense account having no item of depreciation or returns on the investment.

Mr. Kathrens was cross examined by the attorneys for the city and he willingly placed facts and figures at their disposal. There was no representation of local consumers and public opinion seems to favor the application of the gas company.