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REVIEW

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VOL. XI.

ROSEBURG, OREGON, SATURDAY EVENING, OCTOBER 24, 1908.

NO. 294.

FOR BUILDING UP OREGON.

Many Able Addresses at the Development Congress in Roseburg—Banquet Last Evening to the Visitors.

The passing of resolutions asking for state and federal aid toward the construction of good roads and for the exemption of newly built railroads from taxation for the first five years was the principal feature of this morning's session of the Oregon and Idaho Development Congress. The session was also marked by a very able address by Attorney General A. M. Crawford, who spoke on the legal status of the O. & C. R. R. land grant and on proposed new laws affecting waterways, irrigation and projected railroad building. A lengthy discussion on the wishes of the people in the land grant matter was ushered in by United States Senator Jonathan Bourne, and when this ended without result Attorney Louis E. Benn, of Eugene, told of the urgent necessity for a deep water harbor at the mouth of the Siuslaw River, in Lane county.

No meeting of the congress is being held this afternoon, an adjournment having been taken until 7:30 o'clock this evening, when there will be a session conducted mainly by the State Board of Health, consisting of Dr. Andrew C. Smith, Dr. R. C. Yennet and Dr. Pierce, all of Portland. These gentlemen will address their hearers on the subject of sanitation. In connection, there will be an entertaining vocal music by some of Roseburg's best talent.

Appropriations Asked.
The resolution on good roads was

prepared by a committee consisting of Dr. Smith, Frank B. Waite and G. A. Hurley, the latter of Vale, Malheur county. It passed without a dissenting voice. Its full text follows:

Resolutions.
RESOLVED, That we hereby reiterate, reaffirm and approve the resolutions of the last Oregon-Idaho Development Congress, held at Marshfield, Oregon, and

RESOLVED, That it is the sense of this convention that the time has arrived for the development of the State of Oregon, when the needs of business in all productive and distributive lines require the improvement of the wagon roads throughout the state, and that the legislature of Oregon at its 1909 session be and hereon by is urged to enact laws and make ample appropriations in aid of such roads, and

RESOLVED, That the aid of the Federal Congress should be invoked in the cause of good roads, and the delegations in congress from the state of Oregon are hereby urged to further in every possible way any enactment which may be designed to procure appropriations for the improvement of such roads, and

RESOLVED, That the legislation needed for the peculiar conditions of the state of Oregon includes a proper disposition of convict labor so as to withdraw the same from all competition with free labor and place the

labor so withdrawn in the work of constructing good roads, and further that the appropriations for roads should amount to not less than one half million dollars annually, to be used in all parts of the state, and

RESOLVED, That the great need of better facilities for rail transportation in Oregon has become oppressive and that the failure of great transportation companies which have profited to the extent of many millions through the business loyalty of our people, to extend their lines to meet the demands of our growing trade, and to give Central and Southern Oregon a short and convenient outlet to the ocean and cheap water transportation, presents a condition which can only be met by providing state aid for local roads where possible, and state construction and operation of lines which are necessary for the relief of our people, and

RESOLVED, That the need of the 140,000 people who inhabit Coos, Curry, Lane, Douglas, Josephine and Jackson counties of a railroad outlet to the ocean by way of Coos Bay, and the very evident profit which such a road would produce in handling the business of the people, as well as saving the shippers and producers hundreds of thousands of dollars annually through cheap water rates, and the refusal of the Southern Pacific railway company to build such a line, presents an emergency which should be met by the construction of such road by the state, to the end that Southern and Central Oregon may be developed and their great resources released from isolation and restraint, and we favor invoking the initiative to that end, and

RESOLVED, That we again urge upon our delegation in congress the importance of obtaining sufficient appropriations for the improvement of our rivers and harbors, and of all parts of the neglected coast of Oregon, and particularly those recommended by the government engineers for the improvement of the bar and harbor of Coos Bay.

For State's General Good.
Of vital importance to the state in general are the following resolutions, which also passed unanimously:
RESOLVED, By this Congress, in behalf of the development of West-

ern Oregon harbors, and to enable the people of the respective harbor districts to tax themselves for the improvement of their harbors and ship channels; that we favor the enactment of a general harbor commission act by the next legislature.

We recommend that the Constitution be amended so that the legislature can be authorized to exempt from taxation any new line of railroad for a period not to exceed five years, to encourage construction of new lines; also we demanded legislation to protect the people against fictitious occupation of sites for railroads, as where one corporation secures a pass through the mountains or along a river, where there is room for only one railroad, and does not build within two years, that such right-of-way be forfeited.

RESOLVED, That the thanks of this Congress, representing the commercial organizations of Western Oregon, are due to the Roseburg Commercial Club for their generous assistance in providing for the entertainment of this convention; and also to the Ladies' Auxiliary of the same for their delightful hospitality in preparing a banquet at Masonic Hall.

Not Only Contract, but Law.

In his speech on the land grant question, Attorney General Crawford drew a parallel from the instance in which the State of Oregon appropriated \$200,000 to defray one-half the expense of building the canal and locks in the Willamette River at Oregon City. The appropriation carried the agreement that the state should fund was to receive 10 per cent of the earnings of the locks as long as they were operated. This percentage was paid to the state the first year (1874) after operation, but never afterwards, the corporation owning the locks having transferred the utility to other parties, who contended that they were not amenable to the contract entered into with the state by the former owners. In the lawsuit which resulted the state was victorious, the courts holding, in effect, that the agreement regarding a percentage of the earnings was more than a mere contract—it was a law and therefore could not be evaded by anyone.

The same principle applies to the land grant," said Mr. Crawford. "The agreement of the railroad company to sell the land in the grant for \$2.50 per acre to bona fide settlers is a law and cannot, in my opinion, be evaded. The land in the grant is merely held in trust by the railroad company and must be placed on the market. The railroad company occupies the position of an agent. In 1896 a law was passed through congress waiving the right of the government to compel the sale of the granted lands to settlers, but I don't think such a law is constitutional. The government is composed of the people and not the administrators of its affairs. Every legal authority which I have examined with reference to the forfeiture suit instituted against the O. & C. R. R. by the government supports the contention of the prosecutor, and I believe that the government will win."

Encourage R. R. Building.
Mr. Crawford devoted several minutes to a resume of the irrigation projects in this state and outlined some needed legislation for waterways. "While irrigation of arid land goes a long way toward developing isolated portions of the state," he said, "there is also a need of transportation facilities in those places. Unfortunately, most of the available routes for new railroads are being held for speculative and not development purposes. By examining the map you will see that these routes are held by the Harriman system, whose practice in recent years is to obtain right-of-way, have them surveyed and then do no more, merely preventing other railroad systems from operating in the state. To meet these conditions I favor legislation exempting from taxation for the first five years all railroads built in Oregon during the next fifteen years. I advocate, further, that a right-of-way not occupied by a railroad within two years after the route is obtained be forced on the market at its reasonable value. Railroads are indispensable to the development of this state, and it is the duty of the state to encourage their construction in every possible way. New-comers dislike being too far away from transportation facilities, no matter how valuable the land. "It is beginning to be fully realized that the waterways of the state are just as important as the lands, and at the next session of the legislature there will be presented for enactment a new code bearing on that subject. The plan is to appraise the value of every waterway and watershed now being held privately and for the state to appropriate the remainder. The values appraised will form market values in case the rights are not utilized by the holders. Good land and water laws will be a better inducement for the investment of eastern capital." (Applause.)

Informing—Maybe.
After acknowledging introduction by the chair, Senator Jonathan Bourne explained that he came not to deliver an address—for the first time in his life—but as a servant of the people to get information as to their wishes in the land grant matter. Appropriates of the suit instituted by

(Continued on page 4.)

DEVELOPING MINES

Indianapolis Company Makes Headquarters Here

BOTH PLACER AND QUARTZ

Located on Rogue River 23 Miles From West Fork Station—Work Well Under Way

Among the important mining developments now in progress in Southern Oregon, it is that of the Red River Gold Mining and Milling Co., located at Marial, on Rogue River, 23 miles by trail from West Fork station on the S. P. R. R. main line in this county. This enterprise is backed by a company of Indiana capitalists, with head offices in Indianapolis, and is organized as follows:

Wm. J. Harris, Pres.; Geo. M. Cheney, Vice Pres.; Thos. F. Harrington, Secy and Treas. These gentlemen, with Geo. W. Stebert and Chas. Lilly, constitute the board of directors. The superintendent in charge of the mines is J. D. Brown, who came out from Indianapolis last April. His family will be located at Roseburg during the winter and he will come here frequently from the mines. Mr. Harrington has also been at the mines for the past month on an inspection trip. Both of these gentlemen were in town this morning and report operations at the mines moving very satisfactorily.

This property is what was formerly known as the Marks mine, on John Mule creek, a tributary of Rogue River. They have six fine placer claims on the northwest side of the Rogue river and Mule Creek, and three claims on the opposite side of the river. On these claims the placer gravel ranges from 10 to 40 feet thick. In values they have secured all the way from a few cents to as high as \$2.03 from two cubic feet of gravel. The latter was taken from about 18 inches above the bedrock. Besides the coarser gold it will be their endeavor to save the black sand also, which includes high values in gold, and which miners there have heretofore allowed to escape. To secure these values concentrating tables and whatever other equipment that may be necessary will be put in, including, possibly, a cyanide plant.

For the operation of these mines a sawmill has been built to cut the lumber for the three-mile flume from a point on Mule creek to the river, and down along the river for nearly a mile. The foundations for this flume are nearly all in place and the mill will be started in about a week on cutting lumber for the flume itself. This mill has a capacity of 7000 feet of lumber per day, which is as rapidly as its product can be used. Two log chutes have been built to the mill from the timber belts on the ridges above, and the flume itself will start from the lower floor of the mill. There all the lumber and timber will be cut to the proper lengths and dimensions before being floated down to where it is to be used. Thus the flume builders will have all the needed material floated right to where they are working. Two high trestles will be erected for carrying the water across canyons coming in to Mule creek. One of these will be 120 feet high and 240 feet long, and the other 135 feet high and 252 feet in length. About 1,000,000 feet of lumber will be used in the construction of this flume and the necessary houses for the officers and men. A company store may be erected later.

In its length of three miles this flume will give a fall of 220 feet, the lower portion of which will, of course, be carried through pipe of large dimensions. For tearing down the immense banks of gravel they expect to use two large hydraulic giants with five-inch nozzles.

They now have 17 men at work on the property and Supt. Brown is now preparing to ship in 30,000 pounds of supplies for their use during the winter. These supplies must be taken in by pack trains from West Fork station a distance of 23 miles

over the mountain trails. Next spring some ground will be put into cultivation for growing vegetables near the mines to save the expense of packing in such articles. These placer deposits are known to contain a large amount of gold and this company seems to be working out a systematic plan for securing it.

A telephone line will probably be built into the district next summer.

Several Quartz Claims.

Besides their immense placer deposits this company also owns ten quartz claims, lying along the old iron dyke on the summit of the ridge lying westward from John Mule Creek. These quartz leads have been prospected in a number of places and the veins are shown to run from narrower ledges to as much as 21 feet in width. These are of unknown depth, as the development work has not yet been prosecuted to any great extent. Splendid values have been found in a number of places, however, and work is now progressing on one tunnel which, it is expected, will strike the vein at considerable depth and thus demonstrate in a large degree its value. Other shafts and short tunnels have been sunk in various places, with good results.

It is the present purpose of the company to begin work on the placer ground first and use the proceeds toward developing the quartz deposits. On the latter suitable machinery will be installed as the character of the development may show to be necessary. The volume of these quartz deposits indicate a quantity of paying ore that will require an untold period of years to work out.

While this mining district has been worked in a small way by prospectors for many years, this seems to be the first application of modern methods for getting the gold and the accompanying black sand out of the gravel and saving the large values included therein. Former efforts have allowed nearly all the sand and finer gold to be carried away with the sluicing. Supt. Brown returns to the mines in a few days to prosecute the work during the winter, but will make his headquarters in Roseburg. Mr. Harrington will depart Monday for his home in Indianapolis.

Miss Hettie Pickens returned this morning from a visit with her mother in Tennessee. She has been absent three months.

Dance!

At the
Maccabee Hall
Tonight!

OHIO IS FOR TAFT

Straw Votes Indicate His Plurality Will be 80,000

MARYLAND'S CLOSE MARGIN

Hitchcock Says Taft Will Beat Bryan as Badly as Roosevelt Did Parker in 1904

Special to the Evening Review.
CHICAGO, Oct. 24.—A summary of straw ballots taken by Chicago, Cincinnati, New York and St. Louis papers was compiled here today. These indicate that Taft will carry Ohio by 80,000 plurality over Bryan. Kansas will go for Taft by about 40,000, and Maryland by a close margin. All the New England states are safely for Taft. Bryan will carry Oklahoma by 25,000, and indications are that the democratic pluralities will be slightly reduced in the solid south.

Chairman Hitchcock, of the republican national committee, today predicted that Taft will beat Bryan as badly as Roosevelt defeated Parker in 1904. He says Taft will carry New York, Ohio, and Indiana, but admits the race will be close in Maryland.

Turkey Prepares for War.
CHICAGO, Oct. 24.—The big meat packing firm of Libby, McNeill & Libby announce negotiations for the sale of 2,000,000 pounds of canned meats for the use of the Turkish army, a strong indication that Turkey is preparing for war in the Balkans.

Speeding Automobiles.
PARKWAY, La., Oct. 24.—After five machines out of 17 entered had been smashed in the terrific Vanderbilt automobile speed contest here today, Robertson reached the finish line first, with Lytle in the Isotta car second. Robertson ran off the track and on again. He made a record of 250 miles in four hours and 48 seconds.

COFFEE
Five degrees of excellence: ★ good; ★★ better; ★★★ fine; ★★★★ finer; ★★★★★ finest: all Schilling's Best.

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Big shipment of Art Needlework just in at Graves' Art Emporium. Get busy with your Christmas presents.

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HON. WILLIAM J. BRYAN
At the Crescent Theatre in Roseburg
Tomorrow, Sunday afternoon and Evn'g, Oct. 25
Admission 10 cents.

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