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LUMBER CUT LESS

Decrease of Over 17 Per Cent in 1908---Prices Fell

WASHINGTON KEEPS LEAD

Yellow Pine Still Heaviest Producer, With Douglas Fir Next—Lath and Shingle Data

Special to the Evening Review.

WASHINGTON, D. C., Nov. 15.—The facts and figures contained in the forthcoming U. S. Census Bureau bulletin on lath, lumber, and shingles in 1908 discloses in a most striking manner the adverse conditions obtaining in the lumber industry during that year.

A comparative summary of the total values for the several groups of forest products investigated for the calendar years 1907 and 1908 follows:

1908	
Lumber, lath & shingles	$541,545,640
Cross ties	56,280,568
Pulpwood	28,047,473
Tanbark & tanning extr.	21,361,719
Slack cooperage stock	16,900,651
Tight cooperage stock	14,406,443
Poles	5,928,824
Veneer	7,891,431
Wood distillation	5,899,426
Total	$698,262,175
1907.	
Lumber, lath & shingles	$707,095,469
Cross ties	78,958,695
Pulpwood	32,360,276
Tanbark and tanning ex	21,205,547
Slack cooperage stock	15,800,253
Tight cooperage stock	19,807,370
Poles	8,081,768
Veneer	6,436,237
Wood distillation	8,196,181
Total	$897,941,736

The heavy decrease in the total value reported for 1908 reflects the ascertained falling off in the industry. As a result of the business depression, the quantity of lumber, 33,224,369 thousand feet, board measure, produced in 1908 was less than that for any other year for which reliable data are available since 1900. The gradual rise in the average value is apparent from the fact that the price in 1900 per thousand feet at the mill for all lumber produced was $11.13; in 1904, $12.76; in 1906, $16.54; in 1907, $16.56; with a drop back to $15.37 in 1908.

While there was an increase of 2381, or 8.3 per cent, in the number of mills engaged in the production of lumber, there was a decrease of 7,031,785,000 feet, or 17.5 per cent, in the total quantity of the output.

Washington Keeps Lead.

Washington, which had remained first in lumber production for several years, still held this place in 1908, although in quantity the cut of this state was closely approached by that of Louisiana. Nearly all of the lumber manufactured in Washington was Douglas fir, while Louisiana was first in the production of lumber of two important kinds, yellow pine and cypress. Heavy decreases in the production of Douglas fir and yellow pine was general in 1908, while the cut of cypress was nearly the same in both years; hence the decrease in total production in Louisiana in 1908, was less marked, being only 8.4 per cent, while the decrease in Washington was 22.8 per cent. While Mississippi suffered a decrease of over one-tenth in the quantity of its output of lumber in 1908 as compared with 1907, it advanced in rank from fourth to third place, as a result of the very heavy falling off in the output of Texas, which dropped from third place in 1907 to sixth place in 1908. The cut in Arkansas decreased about one-sixth, but nevertheless the state advanced in rank from sixth to fourth place.

Wisconsin and Michigan, with decreases of about one-fifth, held fifth and seventh places, respectively, in both years. In recent years the production has been decreasing steadily, falling in 1907 below the two billion mark for the first time in nearly 40 years. Since 1880, however, Michigan has cut nearly 100 billion feet of lumber, a production which has not been approached by that of any other state.

The output in Wisconsin, its nearest competitor during the same period, was probably less than 75 billion feet.

Kinds of Woods Used.

Yellow pine has been far in the lead as a lumber producer for more than a decade previous to 1908, and this supremacy was more than maintained in that year, when its cut amounted to 33.8 per cent of the total cut from all species, and in spite of a decrease of 1,978,813,000, or 15 per cent, in the output of this species in 1908 as compared with 1907. Douglas fir ranked second both in 1908 and 1907, though with a decrease of 1,073,758,000 feet, or 22.6 per cent, in the output for the later year as compared with the former. White pine, while ranking third in both years, showed a decrease in the output for 1908 of 847,787,000, or 20.2 per cent, from the output in 1907. Though still maintaining their relative rank, oak and hemlock fell off 947,249,000 feet and 842,173,000 feet respectively, or about 25 per cent each. The decrease in spruce, 18.2 per cent, was close to the average decrease for all species, and the reported cut of western pine was less than in 1907 by 16.5 per cent. Only slight decreases occurred in maple and cypress. A decrease of 24.2 per cent in the cut of yellow poplar caused this wood to drop from ninth place in 1907 to tenth place in 1908. Decreases which were heavier than the average occurred in redwood, cottonwood and white fir, while increased cuts were reported for elm, cedar, larch, tamarack, balsam, fir, tupelo, walnut and cherry.

THE TURKEY MARKET.

Editor Review:—

Sir:—I note in your issue of Nov. 13 an article on the turkey situation and statement made by A. S. Frey, also an advertisement under his signature.

Mr. Frey has put himself on record in a manner which I consider unprofessional and uncommercial, and in justice to the other dealers of this city I wish to reply.

I wish to state that I am in the market for a car load of turkeys, and in order to secure a car I must have the assistance of the merchants, and knowing that each grocer has has customers who may have some turkeys to sell, I called upon the different dealers as well as Mr. Frey, and I offered to buy all the turkeys they could secure for me at a small profit, and I instructed them to pay what I considered fair and a good price for the turkers, 20c per pound to the grower.

In the same article your paper reports the views of a Portland paper in which they report the wholesale market to be at Portland from 19 to 21 cents per lb. there. If such be the case, as an illustration: If they were to sell at 21c, I submit the following figures for comparison my price 20c here and if the grower were to ship to Portland:

Price 20c f. o. b. Roseburg; cost of packing, 1c; merchant's profits, ½c; total, 21½. If Portland sells at 21c; deduct expressage, 1¼c; cost of packing, 1c; commission, 1c; total 3¼c, which deducted from 21c, the highest Portland price, would net the grower about 17 cents for his turkeys.

I must say that no merchant here or elsewhere has any combination with me, and Mr. Frey is laboring under a dream. If Mr. Frey wishes to pay more money for his turkeys than his neighbors, that's his business, but it is very wrong to misquote his brother merchants.

I would like to ask the grocers of the community who have read Mr. Frey's advertisement and his statement to compare my figures and consider the remarks of Mr. Frey from the source it came and not to hold the merchants of the community in the manner in which they have been pictured. They are in no way contracted or combined with me.

I am,

J. H. GRANDE,
A turkey buyer.

Patronize Review advertisers.

For Sale

Roseburg High School Pennants and Souvineers of Roseburg

Be loyal to your school. Come and see them, come get ready for the Basket Ball game.

Souvenirs range from 50c up to $1.50 and $1.75.
See Miss Maude Ashworth, home phone 1194 or call at D. P. Fisher's Paper Store, Oak St. West of Star Theatre.

ROSEBURG AND COOS BAY RRAILROAD IS ASSURED.

So Declares Francis H. Clarke, Who Filed a Plat of 20 Miles' Survey Here Today.

Francis H. Clarke, of Coos Bay, was here this afternoon and filed in the U. S. Land Office a plat of the first 20 miles of survey of the Coos Bay, Oregon & Idaho Railroad. This survey covers the most difficult part of the route, from this side of Camas Valley toward Myrtle Point. It shows a beautiful line of road with a maximum grade of eight-tenths of one percent and nothing more than six degree curves. It thus fulfills every requirement of modern railroad building. The total tunneling is but 1600 feet and the longest tunnel only 600 feet.

"The Coos Bay, Oregon & Idaho railroad will be built," said Mr. Clarke." It has already obtained less than 1 per cent grade over the Coast range between Coos Bay and Roseburg, and it occupies and has possession of the most practical route obtainable. Fifty miles of that portion which was supposed to offer obstacles to engineers has been located and the right of way obtained. Chief Engineer Haines, who for 20 years was in the service of the Chicago & Northwestern as a locating engineer, and who came directly from the western terminus of the Northwestern, at Lander, Wyoming, where he built the road from Caspar to Lander, has charge of the Coos Bay road, and has two crews of engineers in the field. The survey will be completed in about six weeks, and work of construction will begin in the spring.

"It is not an electric road," continued Mr. Clark, "and never was intended to be. Mr. Haines' backers, who are railroad men of national reputation and have ample means, sent him to Coos Bay with instructions to ascertain if a 1 per cent grade was obtainable between Coos Bay and Roseburg, and when he reported that it was available they agreed to build a steam road. They do not regard an electric road practicable in that district, and claim that to equip it with a plant and system for electric power would be very costly. The population does not justify such an expense, and the low grade which has been found, renders concentration of power unnecessary.

"Another thing should be stated also. Neither Haines nor his backers are depending on state aid or district bonds to finance the Coos Bay road. It will be financed. In fact, a syndicate has already agreed to take the bonds of the company and furnish the money for construction. When the survey has been completed to Roseburg it is to be extended to Central Oregon and Boise, and the work of construction will be pushed on to Boise and still further east as rapidly as possible."

In regard to bringing the line of the Coos Bay, Oregon & Idaho Railroad to Roseburg Mr. Clarke says in such case the people will be asked to supply the necessary terminal grounds and rights of way, and probably to share in paying the interest on the necessary outlay for construction during the two years while the road is being built and before it can get any revenue from operation. No one will be expected to pay anything on account of the latter until the road is in operation between Coos Bay and Roseburg. He is positive in his assurance that this road will be built, and it will depend largely upon the people here whether it comes to Roseburg or not. All that will be necessary just now will be to secure terminal grounds and rights of way.

$5,000,000 BOND ISSUE MAY MEAN COOS BAY.

Action of Chicago and Northwestern Arouses Speculation as to Probable Terminal.

BOISE, Idaho, Nov. 13.—The Chicago & Northwestern Railroad has decided to issue bonds for $5,000,000, and will within a short time announce its plans for the construction of a transcontinental railroad through to the Pacific Coast. The information was receive in Boise today by railroad men, the movement being, they say, the final step toward the extension of the Pittsburg & Gilmore railroad west from Salmon City, either to Lewiston or Boise and on to Portland or Coos Bay.

While the report has been made that the Hill people are the real backers of the Pittsburg & Gilmore, the Chicago & Northwestern has often come into the public limelight as the promoter.

Both Portland and Coos Bay have been mentioned as probable terminals for the new road. If the former is selected, the construction work will be pushed out of Salmon City west to Lewiston, from there through Walla Walla and on down the Columbia river to Portland. If the latter, Junction, Lemhi county, will be the branching-off place for the main line to build south and west to Challis. Thence it will be built to Stanley Basin and Boise, finding a pass through the Sawtooth Mountains, thense tap Central Oregon, and eventually find a terminal at Coos Bay.

Bargain: 62 acres, ½ mile from Yoncalla; 30 acres bottom land, balance rolling; 60 acres can be farmed, 2 acres oak timber. This is a splendid fruit proposition. $50 per acre if sold soon. Address W. A. Porter, Yoncalla, Oregon. d

HELD IN CONTEMPT

U. S. Supreme Court Sentences Sheriff and 5 Others

CASE PENDING THREE YEARS

Negro Permitted to be Lynched After Court Had Decided to Review Trial Proceedings

Special to the Evening Review.

WASHINGTON, Nov. 15.—Adjudged guilty of contempt of court in making no effort, so it is alleged, to prevent a mob from lynching Ed. Johnson, a negro, at Chattanooga, Tenn., on March 19, 1906, six men were today sentenced by the United States Supreme Court to terms of imprisonment, as follows:

Sheriff Joseph H. Shipp, of Chattanooga; Luther Williams and Patrick Nolan, citizens of that place, ninety days each. Deputy Sheriff and Jailer Jeremiah Gibson, Henry Padgett and William Mayer, citizens, sixty days each.

The cases originated in the courts deciding in March, 1906, to hear the appeal of Johnson, from a verdict of the Tennessee courts holding him guilty and sentenced to be hanged, on a charge of criminal assault.

The night of the determination of the Supreme Court to review the proceedings in the case was wired to Chattanooga, where Johnson was confined in jail, a mob stormed the jail and lynched the negro. The court was incensed, and at its instance the Attorney-General instituted proceedings against Sheriff Shipp and 25 others, including the jailor, supposed to have been implicated in the lynching, charging them with contempt of the Supreme Court.

Six were found guilty. These were the men sentenced today.

Liability Act Upheld.

WASHINGTON, Nov. 15.—The Supreme Court of the United States today decided that the Employers' Liability Act of 1906 is constitutional in the District of Columbia and the territories. The act as applied to the states is not passed upon.

Thanksgiving Proclaimed.

WASHINGTON, Nov. 15.—President Taft today proclaimed November 25 a day of general thanksgiving.

Calhoun Trial Postponed.

SAN FRANCISCO, Nov. 15.—The postponement today of the second trial of Patrick Calhoun, charged with bribery, until December 6, removes all doubt as to the case going over until January, when Fickert relieves Heney as public prosecutor. The postponement was ordered because of the absence of Judge Lawler, who is to preside.

Warriner Indicted.

CINCINNATI, O., Nov. 15.—Charles L. Warriner, local treasurer of the Big Four Railroad system, was indicted today on the charge of embezzling $643,000 of the company's funds.

Leopold to Lose Job.

LONDON, Eng., Nov. 15.—According to newspaper advices from Brussels, the abdication of King Leopold, of Belgium, is momentarily expected. He has been warned that serious consequences will follow if he refuses to relinquish the throne. As a successor to Leopold, the government heads favor Prince Albert.

Apple Show Opens.

SPOKANE, Wash., Nov. 15.—The National Apple Show opened at 10 o'clock this morning, when President Taft touched a golden key in the White House at Washington. On exhibition are a half million apples, covering ten acres of space.

Hon. James F. Gazley, ex-county clerk of Douglas county, is in the city looking after business matters. Previously he was at Riddle and Canyonville. Mr. Gazley is now in business at Bellingham, Wash. Mrs. Gazley, who accompanied him here on the present trip, has gone to Santa Barbara, Calif., to visit with her daughter.

FOR SALE.

100 acres, one and one-half miles from town. All cleared, mostly bottom land, balance gently sloping. Six acres bearing fruit. No buildings. Fine place for orchard and general farm. Good roads, daily mail. $40 per acre, half cash. P. A. Coppard, Oakland, Oregon. d

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ROAD LEVY TO BE SAME AS THAT OF LAST YEAR.

Test Vote Shows County Court 2 to 1 Against Commissioner Ryan's 5-Mill Proposition.

A straw vote, testing their sentiment in regard to the forthcoming tax levy for road purposes, was taken by the three members of the county court last Saturday. Commissioner M. R. Ryan voted for a levy of 5 mills, while Judge Wonacott and Commissioner A. E. Nichols favored a levy not to exceed that of last year, which was 2.9 mills. The official levy will be made in January of next year.

While Wonacott and Nichols favor road improvement on as big a scale as the taxpayers can stand, they were loath to go on record for a levy which they considered would act as a check on the activities of such road districts as are planning to raise funds, in addition to such amounts as they are to receive from the general levy of the county court.

In some respects the Oregon road law resembles the school law, as regards the provision of money. Fifty per cent of the money raised by the general levy is apportioned among the several road districts in proportion to the relation of their taxable property to all of the property in the county. The remaining 50 per cent comprises a reserve fund with which to meet emergencies that might arise. Any district wanting more money for road purposes than is received from the county apportionment is privileged under the law to vote a levy to apply on the assessable property in such district. The past year 26 of the road districts in the county voted special levies, and several have at this time given public notice of similar action to be taken for next year's road work. Had the county court gone on a record, however, for a 5-mill levy, it is extremely doubtful if any district would have considered it advisable to vote a special levy.

Other Matters.

The court adjourned Saturday evening to meet again next Monday to receive the delinquent tax list from Sheriff Fenton. Following are some orders that were made:

Deeds from F. B. Waite and the Sutherlin Land & Water Co., for a strip of land for a county road at Sutherlin accepted, and road ordered opened.

Deed from Fred Sielert for a strip of land for a change in the county road in District No. 44 accepted, and road ordered opened.

Claims of R. J. Howland for a refund of tax on delinquent certificates, amounting to $89.29, denied.

Have you seen those elegant Steins and Tankards at Roseburg Book Store. Price 25c to $5.00 each

RESCUE PREVENTED

Fire Still Rages in St. Paul Mine---Dead Totals 385

MANY FAMILIES DESTITUTE

Brutal and Scandalous Reign of King Leopold, of Belgium, on Eve of Termination

Special to The Evening Review.

CHERRY, Ill., Nov. 15.—Failue of the fire to burn out this morning has caused all hope to be abandoned for the rescue of the men entombed in the St. Paul coal mine, where an explosion occurred last Saturday afternoon. The list of the missing, compiled today, reaches 385, including the dead whose charred bodies were taken from the burning cages Saturday afternoon.

Hopeful that the victims may have found safety in remote recesses of the mine, rescuers, wearing gas proof armor, today descended the 300-foot airshaft and found lamps, caps and oil cans, indicating that the entombed men had made their way to the shaft, but had gone away again. Many miners are indignant at the action of the state mining board in sealing the airshaft. They express the belief that if any of the victims were still alive at the bottom of the shaft last night they could have been saved, whereas now all hope of rescue is crushed. For over 50 hours the prisoners have been cut off from fresh air. That life could exist under such conditions is doubted, because no trace of high temperature was found in the depths of the mine today.

The fire which caused the explosion, which has proved one of the greatest tragedies in the list of mine horrors, had its origin of the most trivial. A pile of hay allowed to smoulder too long finally ignited the timbers of the mine, and before the workers realized their danger the mine was filled with smoke, gases and flames and an exit was impossible.

Great heroism was shown by officials and residents of Cherry. These men, who were outside the mine when the fire started, contributed five to the list of known dead by rushing into the mine, trying to save the doomed men.

Many families of the dead miners are destitute, and several train loads of food and supplies have been shipped to them. It is expected that Governor Deneen will issue a proclamation, asking for general state assistance. The saloons here are closed and the authorities have the situation well in hand.

No similar accident has been recorded in the history of mine disasters in Illinois.

The greatest loss of life in any mine accident in this state occurred at Braidwood in 1879, when 80 men lost their lives. At Zeigler, Ill., 50 men have been killed in successive mine accidents. There are 75,000 men employed in Illinois mines and during the last fiscal year 183 were killed in accidents and 800 wounded. The maximum loss of life in a mine accident in the United States was recorded at Monongah, W. Va., in 1907, when 398 miners were killed.

HENEY REMAINS ON FEDERAL PAYROLL.

Special to Evening Review.

WASHINGTON, Nov. 15.—Announcement was made at the Department of Justice today that Francis J. Heney had been reappointed assistant attorney-general to prosecute those still under indictment in Oregon on charges of land fraud.

Controls heat in any oven. The **appliance** is called the Thermochef, and is the only appliance of its kind in the world for controlling the heat of an oven, and is now being put on sale throughout the country. The Thermochef is simple in the extreme, being comprised of two strips of metal, one graduated steel and the other of brass of a peculiar grade. When the heat in the oven reaches a temperature of 275 degrees, approximately burning heat, the metal expands and the two strips bend, opening vents which allow cool air to flow in. When the temperature is lowered a few degress the metal contracts and closes the air holes. A steady temperature is thus assured. The appliance is giving good satisfaction, as the following recommend them: Mr. and Mrs. H. L. Marsters, Mr. and Mrs. G. W. Staley, Mrs. R. T. Ashworth, Mrs. Abeene, Mrs. J. E. Sawyers, Mrs. E. D. Neely, Mrs. P. M. Knight, Mrs. A. S. Buell. Sold by W. H. FLOYD, Roseburg, Ore. daw

Carload ceiling, stepping and v. g. flooring just received. Page Investment Co., North Roseburg. Phone 2421. dtf

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