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MAY 21, 1910.

GARDINER NEWS.

The main building of the Umpqua Co-operative Packing Co.'s cannery is nearly completed. They are at present installing a 150-horse power boiler. The machinery will arrive about the first of June, and the cannery will be ready for operation July 15th. C. F. Bergman, C. A. Perkins and Jerry Ruben deserve much credit for the interest they are taking in the new enterprise. The main building will be 80x120 feet and three stories in height. O. M. Barnes, the contractor, has a crew of 8 men working at it and is doing good work.

The Gardiner Mill Company is putting in a new pipe line to their water works, and it will be a great improvement.

The tug Gleaner took the steamer Eva in tow for Coos Bay, where she

will get a thorough overhauling and a new boiler, she will be put in a first-class condition. They expect to have her ready for business by July 1st. The gasoline launch Gargo, of Coos Bay, is taking the Eva's place on the Umpqua River. Dave Holden is her captain.

T. S. Townsend, of the T. S. Townsend Creamery Co., of Portland, has been in Gardiner the last few days. He also visited Smith River.

A. M. Jones, of Bangor, Maine; N. P. Amberson, Boston, Mass.; and James Lindsay and Joe Lyons, of Portland, Or., were in this city for several days looking after their business interests here.

According to the latest reports, the S. P. Co. is getting things in order to commence on their Drain-Cook Bay R. R.

Capt. Geo. Graham, of the steamer Eva is going to be captain of the steamer Juno.

The schooner Caroline is loading at the mill wharf for San Pedro, Calif.

A. L. Perkins has nearly finished his work as assessor. As soon as he closes up his books, his wife and himself will visit his parents in Portland.

The Gardiner Hotel under its new management is kept very busy, as the travel through here is quite heavy.

The young people of Gardiner are getting ready to attend the Rhododendron Carnival at Florence, May 25. A good time for all is expected.

Several young people of this city have been out the last few nights

WATCH OUT FOR THE BIG **Red Star**

in the window of the Masonic Temple. There is the place to get bargains in real property.

I. F. RICE
Real Estate Agent
Roseburg Oregon

trying to see Halley's comet, but they were not successful in locating the starry visitor.

X. X.

ROSEBURG MAN HEADS BIG IRRIGATION PROJECT.

GRANTS PASS, Or., May 20.—F. J. Blakeley, of Roseburg, is backed by large eastern capital in a project to build a storage reservoir at the head of the Applegate river to irrigate the valley in the vicinity of Grants Pass by a gravity system. Mr. Blakeley has taken the preliminary steps toward the organization of an irrigation district, petitions for that purpose being circulated and signed by a considerable number of people. It is the claim of Mr. Blakeley and his associates that sufficient water can be gathered at the head of the Applegate to cover 10,000 acres of land, and the topography of the country is such as to make a large storage reservoir feasible and without any great engineering difficulties.

The coming of irrigation from some source is as certain as the sunrise. The values of fruit lands are constantly being advanced by the demands of newcomers.

Whatever plan of development is adopted by the local irrigation company, if it goes through as projected it will mean much to the city and vicinity, for it will put a large amount of cash into circulation, to say nothing of the appreciation of the land and the increased attractiveness of the region for investors.

A Man Wants to Die

only when a lazy liver and sluggish bowels cause frightful dependency. But Dr. King's New Life Pills expel poisons from the system, bring hope and courage, cure all liver, stomach and kidney troubles, impart health and vigor to the weak, nervous and ailing. 25c at all druggists.

Dr. F. W. Hunt, dentist, office rooms in the Abraham Building, if

LODGE DIRECTORY

A. F. & A. M., Laurel Lodge No. 15—Holds regular meetings on 2nd and 4th Wednesdays of each month.

O. U. W., Roseburg Lodge No. 16—Meets the 2nd and 4th Mondays of each month at 7:30 p. m., in the Foresters' Hall. A members in good standing are invited to attend.

B. P. O. E. L., Roseburg Lodge No. 30—Holds regular communications at the Elks Temple on 2nd and 4th Thursdays of each month. All members requested to attend regularly, and all visiting brothers are cordially invited to attend.

D. M. E. of Honor, Mystic Lodge No. 13—Meets 2nd and 4th Thursdays evening of each month in Macabee Hall. Visiting members cordially invited to attend.

E. A. G. L. S., Roseburg Aerie Meets in Odd Fellows Hall on 1st and 3rd Mondays evening of each month. At 8 o'clock. Visiting brethren in good standing always welcome.

I. O. O. F., Philanthropic Lodge No. 8—Meets at Odd Fellows Temple, corner of Jackson and Cass streets, on Saturdays, evening of each week. Members of the order in good standing are invited to attend.

I. O. O. F., Rising Star Lodge No. 374, meets at Odd Fellows Temple every Friday evening. Visiting brethren always welcome.

I. O. O. F., Union Encampment No. 9—Meets in Odd Fellows Temple on the 1st and 3rd Thursdays evening of each month. Visiting brethren always welcome.

M. O. B. B. R. of America, Roseburg Lodge No. 491—Meets every 2nd and 4th Tuesdays in Macabee Temple. Visiting members always welcome.

M. O. W. of America, Myrtle Camp No. 680 meets every 2nd and 4th Thursdays of every month in the I. O. O. F. Hall, corner Jackson and Cass sts. Traveling neighbors are cordially invited to visit our camp.

O. E. S., Roseburg Chapter No. 8—Holds their regular meeting on 1st and 3rd Thursdays in each month. Visiting members in good standing are respectfully invited to attend.

R. E. B. A. S., Roseburg Rebekah Lodge No. 4—Meets every Tuesday evening. Visiting sisters and brethren invited to attend.

W. O. W. of Woodcraft, Illas Circle No. 49—Meets on 1st and 3rd Mondays evening of each month at Odd Fellows Hall. Visiting members in good standing are invited to attend.

W. O. W. of the World, Oak Camp No. 125—Meets at the Odd Fellows Hall in Roseburg, every 1st and 3rd Monday evenings. Visiting brethren always welcome.

ALASKA'S GREAT COAL PROBLEM.

Roosevelt's Conservation Order
Delaying Development.

LOCAL NEED SAID TO BE ACUTE

E. C. Hawkins, Engineer in Charge of the Copper River and Northwestern Railroad, Throws Light Upon an Absurd Situation—Paying \$14 a Ton For Coal When It Can Be Mined in the Territory For \$1.50.

Because Alaskians cannot mine any of their own excellent coal by reason of the conservation order of President Roosevelt they are being forced to make heavy drafts on the timber reserve, according to E. C. Hawkins, engineer in charge of the new Copper River and Northwestern railroad, who has just reached New York to make his annual report to the company.

Mr. Hawkins is the engineer who built the remarkable White Pass and Yukon road, an achievement second only to the one he has now half finished for the Morgan-Guggenheim syndicate. He has some most interesting things to say about the conditions in the northland that have recently been attracting public attention.

"The local need for our own coal is acute," said Mr. Hawkins. "We feel it especially in our road construction, but every one else feels it too. People must keep warm in Alaska, as elsewhere, and it needs much fuel to do it in winter. We pay \$14 a ton for British Columbia soft coal to use on the railroad, and it certainly costs the small consumer no less. Even this has been unobtainable at times, and we recently faced the necessity of putting a large force to work cutting timber for firewood to be used in keeping our five engines and pier pumps going and running the work engines. At that we found it at times almost impossible to keep steam in our boilers, though the safety of much construction and even of lives depended on it. With an almost inexhaustible store of coal within a few miles of our tracks we should be getting it for about \$1.50 a ton instead of \$14. Certainly without adequate fuel supply the opening of Alaska with railroads is going to be very slow. It cannot be otherwise. And transportation development is the greatest need of that wonderfully rich territory.

The New Copper Region. Nevertheless, the Copper River and Northwestern is being forced ahead as rapidly as possible. By the 1st of next July it will have reached the mouth of the Chitina river, 138 miles inland. This means that the great Kootenai-Chitina copper region—probably the richest in the world, but so far almost unexplored—will be easily accessible to miners and prospectors next summer, an event that Alaska is awaiting eagerly. This practically the opening of a new region for progress and growth, has hitherto been most difficult. The development of this territory means a large and continuous production of wealth for generations not

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in one spot, but over a large area. "The road is now carried to the mouth of the Tietel river, 102 miles from Cordova, our terminus at tidewater. In this stretch there is only one break—at Mile 49, where the line crosses the Copper river between the two active glaciers, Childs and Milos.

"It has been necessary at this point to build a 1,200-foot bridge of unprecedented strength and construction to resist the ice flows. Just above the bridge is a likeliest widening of the river into which the three mile front of Childs glacier volleys great bergs all summer long. In winter this lake is frozen several feet deep. At the present time we are running trains over the ice on temporary tracks, so that track will be continuous to the end of

the line until the spring breakup. The three bridge piers have had a severe test this summer. The ice flow, as can be imagined, is tremendous. The river is deep and swift and the force of the big bergs add on it nothing short of terrific. To resist this we have sunk our piers forty to sixty feet to bedrock, building them of solid concrete, reinforced by heavy steel rails set up right a foot apart in the concrete. The piers are further protected by the heaviest kind of concrete and steel guards, also sunk to bedrock, and are set where there are bars in the river that deflect the biggest of the bergs. They are ninety feet through from end to end.

Bridge Building in Alaska. "The steel superstructure of the bridge we hope to have in place early next fall, by which time the line will be well on its way eastward up the Chitina to the copper mines. This is to be the first branch of the road completed, and it should be open from the eastern to the southern terminus about one year from now.

"Another branch beginning at Mile 38 of the main line on the Copper river and running about forty-eight miles to the Berlap river coal fields is surveyed, and a good deal of the roadbed

is built. This branch could be built in a short time and the Alaskan coast made available for our Alaskan road and the people of the territory without further delay.

"Beyond the end of the present length of track at Tietel the line runs through Woods canyon for twenty miles. This gorge is exceedingly wild, with almost perpendicular sides for considerable stretches. This necessitates almost continuous rock work, and this is about the only kind of construction we are able to continue on the road during the winter. From 600 to 1,500 men will be kept in the canyon all this winter, and as soon as possible in the spring 2,000 more will be added to the force. Beyond the mouth of the Chitina construction is moderately easy for the Alaskan coast, which presents more and more obstacles to railroad construction than any part of the world I know. At the Chitina, however, the Copper river must be bridged for the third time within a hundred miles."

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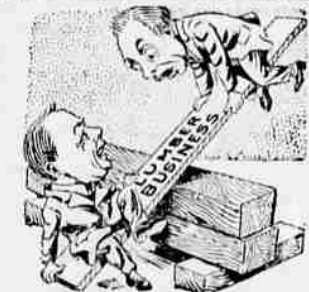
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