

ROSEBURG REVIEW

ROSEBURG, OREGON, TUESDAY EVENING, OCTOBER 21, 1913.

NEXT ATTRACTION.

That famous white slave play, "The Lure," at the Antler's Theater on Wednesday, October 22nd.

No. 140.

WHAT'S GOING ON.

Read The Review every day for the latest news. Read the ads. for your own benefit. It pays to advertise in The Review.

VOLUME XVI.

NEW CITY CHARTER

Committee on Revision Asked to Report Soon

NEW ORDINANCE ON SIDEWALKS

Will Require Expansion Joints in All New Concrete Walks—Draymen to Report Persons Moving

After the formalities attending the opening of the regular session Monday night, the city council listened to the reading of a petition, signed by twelve of the residents and property holders, for a sidewalk to be constructed on South Jackson street in front of block A. Walte's Addition. A resolution was adopted for the construction of such sidewalk.

George Riter asked the council for a street light at the terminus of Kane street. This was referred to the light committee.

Two bids were received for the work of improving Glenn street, from Lane street to Reservoir avenue. One was from F. E. Patterson, the other from H. J. Hildeburn. The latter's bid being the lowest, Mr. Hildeburn was awarded the contract. His bids were:

Grading—Hildeburn, 60 cents per yard; Patterson, 62 cents per yard. Embankment from material excavated from street—Hildeburn, nothing; Patterson, 63 cents per yard. Borrowed fill—Hildeburn, 60 cents per yard; Patterson, 62 cents per yard.

Hard rock excavation—Hildeburn, \$2.50 per yard; Patterson, \$1.25 per yard.

16-inch drain pipe—Hildeburn, \$1.85; Patterson, \$1.80.

Hildeburn proposed to complete the work by Nov. 10; Patterson by Nov. 15. The extent of the grading under this contract is about 1 1/2 blocks.

City Engineer L. G. Hicks reported to the council that there are no expansion joints in some of the new sidewalks which had recently been laid in the city, stating that an ordinance covering the constructing of sidewalks had been referred to a committee sometime previous. This committee then reported favorably on the ordinance and upon motion it was adopted.

Judge Fullerton asked for a report from the committee appointed some time ago to draft a new charter for the city of Roseburg. As no report was ready, City Recorder Carl E. Wimberly was instructed to notify this committee to make their report at the next meeting, if possible.

An ordinance was presented requiring all those operating drays, vans, express wagons, etc., to keep a book containing the names of any person moving their household goods or belongings to any new address in or outside of the city of Roseburg, and file these names and addresses with the City Recorder.

On motion this ordinance was turned over to the city attorney for his opinion as to its legality. This ordinance was introduced at the instance of the new organization of retail merchants and is aimed at "fly-by-night" customers who sometimes leave town "forgetting" to settle their unpaid bills. It is as follows:

Ordinance on Moving.
An ordinance requiring the registration of change of place of residence by residents of the city of Roseburg, Oregon and providing a penalty for violation thereof.

Be it ordained by the people of the city of Roseburg:

The city of Roseburg does ordain as follows:

Section 1. That it shall be unlawful for any person owning or operating any moving van, furniture car, transfer wagon, delivery wagon, or any other vehicle, to haul or move or personal effects in the possession or custody of any resident of the said city of Roseburg changing the place of his or her residence, until there has been recorded in a book kept for that purpose the full name of the owner or the person in possession or custody of such household goods, trunks, or personal effects, together with the address to which such hauling or moving is to be done, with the date thereof and the name of the owner and person in charge of such vehicle.

Section 2. Every person owning or operating any of the vehicles aforesaid shall at the close of each day file in the office of the recorder a full and correct statement for the day of all information as required by section one hereof. That upon receipt of each such statement the recorder shall file the same in his office, and such statement shall be open to the inspection of the public, and the recorder shall keep a register of all such changes in such residences and addresses.

Section 3. That it shall be unlawful for any person to give a fictitious name or to address of the owner or person in charge of any vehicle hauling household goods, trunks, or personal effects as to the ownership thereof.

Section 4. Any person violating any of the provisions of this ordinance shall be deemed guilty of a misdemeanor and upon conviction thereof shall be fined not less than five (\$5) dollars nor more than fifteen (\$15) dollars, and shall pay the costs of prosecution.

Section 5. This ordinance shall take effect and be in force from and after ten days from the date of its first publication.

AN EVERFRESH PLANT

Roseburg May Secure One With Proper Effort

MANY VISITORS TO SUTHERLIN

Highly Pleased With Entertainment There—Meeting at Commercial Club Tonight to Take Up Movement

Nearly 200 people from Roseburg and vicinity were guests of the Everfresh plant at Sutherlin today, going over on board a special train leaving at 10:30 a. m. Upon arrival they were greeted by the officers of the World Everfresh Co., and many of the local citizens. A brief view of the town was followed by an inspection of the Everfresh plant, now in operation. President C. C. Michener, of Portland; Capt. Frank J. Norton, Director A. G. Chalmers, Col. J. F. Lane and others explained to the visitors the various processes of handling the fruit and vegetables. This included an examination of at least a score of the products of this plant, an indisputable evidence of its success in these lines.

Following this an excellent banquet was served, after which the visitors turned their attention to the handling of the fruit and vegetables. This included an examination of at least a score of the products of this plant, an indisputable evidence of its success in these lines.

At the close of the banquet President Michener explained at length the workings of the Everfresh process and the satisfaction by which it is handled. Col. J. F. Lane spoke briefly of the efforts to north for the development of the Sutherlin Valley, and the results which are now beginning to be realized.

POMONA GRANGE WILL MEET AT DRAIN NEXT SATURDAY, OCTOBER 25

The Douglas County Pomona Grange will hold an all day meeting at Drain, Saturday, Oct. 25, 1913. The following program will be given, commencing at 10 o'clock:

Grange opening in fourth degree. Closed meeting. General Grange business and conferring of Pomona degrees.

1:30 p. m., program open to all: Instrumental solo, Miss Ruby Russell.

Recitation, Mrs. Marjory Seymour. Vocal duet, Misses Edna Patchen and Norma Russell.

Prayer, Miss Ella Stocker. Piano solo, Mrs. C. H. Bailey.

Recitation, Miss Esther Allen. Harp solo, Mr. Weaver Edwards.

Address, Dr. C. H. Bailey, Master Pomona Grange.

Duet, Mandolin and violin, Messrs. Mattson and Seymour.

Round table talks by all interested in Grange work.

All Grangers and all others interested in the advancement of rural life are urged to be present.

MRS. O. C. BROWN, Lecturer Pomona Grange.

KILLS WIFE, THEN SELF.

BOISE, Oct. 21.—Glenn Wardell shot and fatally wounded his wife, then fired a bullet through his own heart on the streets here today. His wife died on the way to the hospital. They had been married for only six months. A trivial quarrel, it is said, caused Wardell to lose his temper. He is the son of a prominent real estate dealer in this city.

BRIDGE WORK ACTIVE

Concrete Piers Near Completion on Roseburg Structure

OAKLAND BRIDGE NEARLY DONE

Steel Has Arrived For Two Others and All Will be Completed by the End of Coming December.

On Monday the casing was taken off of the second of the big concrete piers for the new bridge across the South Umpqua River at Oak street, in this city. By noon Thursday the third pier will be completed. This is in the main channel of the river. By Friday evening the concrete abutment for the west end terminal of the bridge will also be finished. This will leave but one pier to be built and that will set well back in the river bank on the east side of the river. The casing for this pier is now well along and it will be ready for putting in the concrete early in coming week. These piers all rest on solid bedrock. Their average height from base to cap is about 40 feet, this being about 22 feet above low water. The pier in the main channel is about 16 by 35 feet at the base. The other three big piers are about seven by 35 feet at the base. They each have a cap of 5 by 21 feet upon which the steel spans will rest. At the west end of the bridge, taking the place of the fifth pier, a concrete abutment is being built on a bedrock foundation high on the bank. This abutment will be only about eight feet high and will be backed by a filling of earth, completing the roadway from the street a short distance beyond.

The steel framework of the bridge will rest directly upon these solid concrete piers, there being no wood in the entire structure except the floor. There will be four main steel spans, each 175 feet in length. At the east end of the bridge an approach of 75 or 80 feet will be necessary, but the plan is to fill this with earth at a later date and then pave the roadway right up to the end of the steel spans.

This bridge is to have a main roadway 20 feet in width, with a six foot sidewalk on each side. The spans are estimated to have ample strength to carry two 15-ton steam rollers crossing at one time, side by side. It would in fact carry a train of freight cars without the locomotive. The two big spans in the old wooden bridge now in use are each 200 feet in length, with a smaller span of about 125 feet and a long approach, making a total of over 650 feet. The new bridge will have four steel spans of 175 feet each, or a total of 700 feet. The approaches will be direct and nearly level from each end of the new bridge. The broad end of the new bridge, the broad end of the old bridge, provides a large element of safety, especially when heavy loads of livestock may be crossing. This is in marked contrast with the old bridge, with its comparatively narrow roadway and no sidewalks.

Framework is already in place beyond the west end, and the steel spans will be set in place by the end of the month. The bridge will be completed by the end of the month.

Other bridges nearly complete. The new steel bridge at Oakland

is now nearly all in place, and it will be ready for traffic in about two weeks. Steel for the bridge at Lower Calapooia and at the foot of Hancock hill on Elk Creek, eight miles west of Drain, has arrived and is being hauled to its destination. Crews will be at work putting this steel in place in both of these bridges next week. The new bridge at Dilard is also well advanced and will soon be ready for the steel superstructure, the piers being already completed. One of the main piers there had to be placed in about 12 feet of water, making very difficult work. At the Roseburg bridge only one pier sets in the water at this time, and this at a depth of only about eight feet. In each of these instances the concrete was lowered into place inside the cribbing in false bottoms, buckets and released to harden. Concrete properly mixed will harden just as well under water as above. In fact, in the work above the water sufficient water is used to almost cover the concrete at the end of each day's work when it is left to "set" during the night.

With the completion of these five new structures, in addition to the eight steel bridges built last year, Douglas County will have probably the best lot of steel bridges of any county in the state. The new bridge at Roseburg will be the largest, and will take rank with the best in the Pacific Northwest outside of the metropolitan cities.

ROGUE RIVER CLAIMS ONE MORE VICTIM.

GRANTS PASS, Or., Oct. 20.—Harold Schilling, 11-year-old son of William Schilling, merchant, was drowned in the Rogue River while fishing just before noon today. He was washed from his feet in a rapid into the deep pool at the White Rocks and his body has not yet been recovered. Cecil Whitford, aged 13, attempted to rescue his companion, getting him nearly to shore at one time. Whitford was nearly drowned, but was resuscitated.

The Schilling family recently came here from Long Beach, Cal.

CHAS. GRIDER IS HELD TO APPEAR BEFORE THE GRAND JURY; \$1000 BAIL

Charles Grider, who was brought back from Nevada by process of extradition, to answer to the charge of wife and child desertion here, was held this afternoon before Justice Masters and bound over to the grand jury. His bond was fixed at \$1000, but not being able to furnish the amount, and without means of support if he could raise it, he returned to jail. At the trial were several witnesses who testified that the couple had been living together as man and wife, and that their child had been born while they resided with Mrs. White at Myrtle Creek. Both parties admitted that they were not married. Not long after the child's birth it appeared that Grider deserted his family, going to Nevada. He left them without any means of support, their living upon the charity of Mrs. White. The defense was supported by Judge Fullerton and the state by District Attorney Brown.

SOCIALISTS LOSE OUT AS RESULT OF L. W. W.'S.
MINNEAPOLIS, N. D., Oct. 20.—The recall election growing out of the Industrial Workers of the World riot here in August, secured a landslide in favor of city officials, with the exception of socialist Commissioner Bernauer, who was recalled.

President Davis, police magistrate, John Lynch and Commissioner Shaw were re-elected by over 100. John Wilson was elected in place of Bernauer.

All the Socialist candidates were defeated.

QUAKE IN LOS ANGELES.

LOS ANGELES, Oct. 21.—A slight shock of an earthquake was felt early today. No damage was done. All the surrounding towns felt the shock.

BRAZIL WELCOMES TEDDY.

RIO JANEIRO, Oct. 21.—The Roosevelt party were warmly greeted upon their arrival here today by the representatives of President Figueira and a large party of government dignitaries. After landing a reception

(Continued on page 6).

MEXICO CRISIS NEAR

City Waits in Fear the Arrival of Gen. Diaz

BLIZZARD RAGING IN THE EAST

Six Lives Lost, Lake Traffic Stopped, Chicago Reports Two Inches of Snow—Mrs. Pankhurst Honored

(Special to The Evening Review). MEXICO CITY, Oct. 21.—Quiet reigned today, but it is the quiet which goes with fear. Much trouble is expected soon after General Felix Diaz sets his foot on Mexican soil. Diaz did not arrive at Vera Cruz yesterday, as was expected, but he is due this afternoon. His friends said he would come directly to the capital. Such a move is interpreted as indicating a determination to take the offensive against Huerta immediately. Huerta is in seclusion and the national palace is heavily guarded.

Crises Near in Mexico.
WASHINGTON, Oct. 21.—President Wilson and Secretary Bryan conferred for an hour today concerning the Mexican situation, and a cabinet meeting immediately followed. It is the consensus of opinion that there are important developments near in Mexico. Diaz' return there is promising a speedy crisis. If present plans are carried out, the President will be away from Washington to attend the Southern Commercial Congress at Mobile, October 26th, the day the Mexican election is held. Secretary Bryan cancelled an engagement to accompany the President because of the possibility of sudden happenings in the Southern Republic.

BLIZZARD RAGING EAST.
CHICAGO, Oct. 21.—A blizzard was raging at daybreak today thru most of Illinois, Michigan, Indiana, Wisconsin, Minnesota and Iowa. A cold wave covered the entire Central West from the Great Lakes to the Gulf of Mexico, though southward it is much less severe. The storm compelled the abandonment of Lake Superior traffic. Two disabled boats were towed into port. Lake Michigan is stirred with fury. There are two inches of snow here, and all trains are late. It is known that six lives were lost in the blizzard, and fuller reports may show an increase of loss of life. The storm is the earliest in years, and everyone was taken by surprise.

ATLANTIC COAST STORMS.
NEW YORK, Oct. 21.—A sixty-mile gale raged along the Atlantic Coast last night and today. Several ships are reported to be in distress. It is feared that there will be wrecks of many of the small craft. The crew of the schooner Marjorie were picked up by a liner as the former was sinking 200 miles off the shore, and brought here.

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