



Protect Linoleum

HAVE you learned how to keep your linoleum looking as bright and new as the day you bought it? You have only to varnish it with **BASS-HUETER Floor and Linoleum Varnish**. After that the wear is on the varnish, not on the linoleum.

Besides you will find the varnished surface easier to keep clean. Scrubbing will no longer be necessary. A damp cloth or mop will remove all dirt.

By re-varnishing occasionally, you can keep even printed linoleum in excellent condition for years. You can do this work yourself by following carefully the directions on the can.



PIONEER BRIDGE IS DEDICATED

(Continued from page one.)

and privations experienced by the early settlers in Oregon. People of today with their modern methods of travel and their means of communication are apt to forget the difficulties faced by the pioneers and in speeding over the paved highway and the beautiful concrete bridges overlook the hardships of travel by the old ox teams over this same route.

The acceptance of the markers was made by Hon. Binger Hermann, who in his talk introduced many historical and interesting facts.

Mr. Hermann said, "It was a fitting response in the acceptance of these beautifully wrought markers, by the patriotic women of the Daughters of the American Revolution in the dedication of this splendid pioneer structure in this historic pioneer pass in the Umpqua Mountains, that we should acknowledge the many services of this noble band of American women, in rescuing from oblivion the memory of the historic land marks in the making of our republic, and now here in our own state of Oregon in searching out and appropriately marking places of note in our pioneer beginning, and in our struggle with the Indian foe, that a Christian civilization might be introduced on these shores as a foundation for statehood and free government, as we have it today. All hail then to these American ladies in their great endeavor!"

A Worthy Dedication
"But to be worthy of such a dedication as this, it should be worthy within itself. This bridge is not only a beautiful work of art and engineering skill, and a connecting link, but forms a part of a pioneer route in our mountains, which contributed much to our civilization and to our progress in the past. For its brief extent it was one of the most important as well as costly highways in the nation—and today it is one of the most perfectly paved and beatified in engineering science and human labor of any like project. Travel is made easy. Once a loaded team was a day in passing through, while now a loaded auto truck comes through in less than 30 minutes. This pass is also a link to the Pacific Highway."

The Highway Commission

To the State Highway Commission of Oregon our grateful obligations are due and should not be omitted on such an occasion as this. Under their supervision over \$771,288 in round numbers have been expended in this great highway construction of about eleven miles in distance of which over \$23,000 represents the cost of this magnificent bridge, we are dedicating today. Of their splendid work in this, it may be said of them, as was said of St. Paul's Cathedral: "If you seek for his monument, look all around you."

Its History

"Of such an enduring structure there should not only be a dedication worthy of it, such as this, but it should be accompanied by such a history of its note, and the pass it represents, that the youth of our land, may know of its service in the upbuilding of our state."

"Our people know but too little of our pioneer history as it is, a history unequalled in the story of early settlement of any state from Jamestown and Plymouth to the present time."

Ancient Dedication

He referring to the ancients in the care taken to preserve the record of early land marks in their history, as upon the memorable fields of Marathon and Thermopylae. They made amends for their neglect and failure to do this before it was too late, upon the buried cities of Babylon and Assyria now only brought to light, with their palaces, their temples, their extensive libraries and their precious literature, of a time long prior to biblical narrative. No monuments existed to note their location until archaeological excavation revealed, and explored them.

The Canyon 100 Years Ago

Mr. Hermann then briefly recounted the history of this canyon pass since a hundred years ago, when it was first traveled on its Indian trails by the white man trappers of the Hudson Bay Company under such intrepid guides as La Verendrye, the McKays and the Roundes with their packs of goods from Fort Vancouver, Fort Umpqua and Yerba Buena on San Francisco Bay.

Another quarter of a century passed away before these trails were enlarged to welcome the covered wagon, with its American home seekers, to people the vacant domain, and to found a new Empire on the Pacific.

The First Emigrants

In 1834, as mounted horsemen, there came the famous Hall J. Kelley, Ewing Young, Captain Gale and a few others.

First Cattle Supply

Then in 1837 under this same Ewing Young, whose death gave or-

igin to first American Government in Oregon, came the first cattle supply for the infant settlement, when 639 head after great labor and loss from hostile Indian depredations, came safely from California.

"The Star of Oregon"
This drive being so successful, another four years later by other settlers under Captain Joseph Gale, was undertaken, and there came trooping over this same trail 1,200 head of horned cattle, 600 horses and 2000 sheep. Many of these were purchased by the sale of the little ship the "Star of Oregon," after it had reached San Francisco. It was constructed on the lower Willamette River by a few settlers, of whom only Gale had ever been a seaman, and it was he that sailed the little craft over the high seas until with the American flag at its mast head, it came to a safe anchorage in the Golden Gate harbor.

"The Captain had little aid and he has told us that once on the voyage he stood for 26 continuous hours at the helm without relief. This was the first American ship ever built upon the American waters of the Pacific."

"This additional cattle supply was a great and much needed blessing to the settlers, surrounded as they were by the most luxuriant pastures."

First Official Exploration

"In the same year after this venture there passed through here to California the first official exploration by the United States, under Lieutenant Emmons, later a Rear Admiral in the Naval Service of the Government. With officers and men from the Wilkes Exploring Squadron, then in the Columbia River and others of the troop escorted by the Lieutenant there were twenty-nine. His official report was of exceeding interest of the route of travel, especially including that through this frightful canyon."

The Covered Wagon Comes

"At last in 1846 the trail days of this pass ended, and a new era arrived with the long hoped, and long looked for covered wagon by this way. Captain Jesse Applegate, surveyor and road maker, in the great emigration of 1843 across the plains, with fourteen others of his experienced neighbors, determined upon connecting Western Oregon with the halting place of previous emigrations for Oregon. This proposed new or southern route by the Klamath Lakes, and the Humboldt River, was successfully explored and established by this little body of venturesome, and public spirited American pioneers. It became known as the Applegate route. It met a portion of the Eastern emigration, and guided by the new way about 150 people with 42 wagons. Their journey was a most toilsome one but it was when this dreaded canyon was entered that suffering became intense, and the unbroken road almost impassable to proceed. The Applegate explorers had passed through on horse back, and with their limited numbers, and with perfectly improved the rugged obstacles for safe wagon transit. Snow had preceded the train and the November rains impeded their progress. To lighten the loads, property was left by the roadside, often exhausted oxen would fall in their yokes, and for several miles, the rocky creek bottom was traveled, and often emigrant feet tread through the water depths. Unexpected delays reduced the rations of those in the rear until at last famine threatened before they reached the open country where Canyonville now is. There relief came from the Willamette Valley, with flour and beef, sent by the advance Applegate guides, who hurried forward to procure the much needed aid."

The Gold Discoveries

"Four years later came the gold discoveries in California, when over one half the adult population of Oregon rushed through these rocky deserts in 1848 and '49 to reach its gold fields. "A company of 150 settlers with 50 wagons under Judge Peter H. Burnett, from the Willamette Valley deserved attention. Judge Burnett had been Oregon's Supreme Judge, but resigned his office to become a gold miner in California. These did much to break down and level the rough places, as others now did. But they did more—they gave to California in Judge Burnett its first State Governor, and through him was introduced the first formula for American Civil Government, as there was then none, and based largely on the plan of the Oregon Settlers Provincial Government, of which he had been a member. Burnett also became a Judge of the California Supreme Court. Previous to this James W. Marshall another old Oregon settler had gone to California through this canyon pass and under Captain Sutter discovered the rich gold deposits that made California famous over the world."

Government Surveys

"These untold efforts by travelers and explorers, was in 1851 seconded by official national surveys and frequent appropriations in construction for wagon traffic. First came the U. S. Rifle Regiment, with Jesse Applegate as surveyor and guide, and then Captain Alvord of the regular army, again with Applegate as surveyor and guide, and explorations were made to find some pass more practical than this, but without avail."

The Umpqua Explorers

"Then came the Umpqua Explorers and townsite locators in 1850, by the ship "Samuel Roberts" into the Umpqua River. They were energetic and influential men, and soon influenced the territorial legislature to memorialize Congress for mail service, light houses, customs collection, district and highway surveys and construction; and Seaside was soon a rival for the California gold mine traffic. Colonel Joseph Hooker for the government superintended the road construction through this canyon in 1858, and extended it to the Regum River Valley. "In this work about \$120,000 was expended by the General Government. Public travel then vastly increased, and still rough as the canyon was, yet emigrant teams, over land, four horse stage coaches, with mails and passengers, and local trav-

el lined the way."

"In 1854 the Territorial Legislature declared the military road from Myrtle Creek to Jacksonville to be a territorial road."

"In 1860 the State Legislature declared all territorial roads to be public highways, and county roads, and in 1861, the County Courts were empowered to control the roads. The cost, however, of maintaining the canyon highway was too much for the county and authority was given for the imposition of tolls upon the public travel."

Toll Roads Authorized

"The canyon road company was incorporated, and a franchise for ten years was granted it to maintain that road, and be recompensed by toll collections."

Toll Charges

"William R. Willis was its president, S. F. Chadwick its Secretary and Solomon Abraham its Treasurer. The tolls provided were 5 cents for single hog or sheep, 20 cents for single horse, ox or cattle, 60 cents for a traveler, not on foot, \$1.20 for a 2-wheeled vehicle, and \$2.40 for a 4-wheeled vehicle loaded or unloaded. If paid in coin there was a fifty per cent reduction under the greenback or U. S. currency, then a legal tender in all commercial transactions. It reminds us how at one time our old Uncle Sam, during the Civil War days, suffered in his credit."

Rival Corporations

"With such apparently profitable toll charges, rival companies were formed to contest the franchise of the favored corporation, and for nearly twenty years, the County, State and Supreme Courts, were enmeshed with this litigation. At one time it would be the Lougias County Corporation versus the Canyon Road Company, at another time the Canyonville and Galesville Road Company versus the Douglas County Road Company, and so it went the rounds from year to year. The Supreme Court Records were burdened with learned decisions as to the rival claimants."

"Then the County itself interceded and finally the State became a party versus the Douglas County Road Company, and at last in 1882 the supreme court annulled the toll franchises, the corporations ceased to exist, and this canyon highway became free to the public travel."

Dedication a Lesson

"And this is only a partial story of this famous Umpqua Canyon pass. But after all, history is but a record of human events; and this dedication teaches us how these events once witnessed in this pass, contributed to the making of a prosperous state, as others have made us a mighty nation whose blessings are transmitted in unmeasured fold from a great American ancestry to a great American posterity."

Following Mr. Hermann, Judge George W. Riddle, commandant of the Soldiers Home gave a most interesting talk recalling his reminiscences of the old California-Oregon trail. Judge Riddle as a boy of ten years made this trip with an old ox team and his stories had a stirring quality which brought forcibly home to the listeners the hardships which the people making that trip were forced to undergo.

The band then played another selection concluding the program. The following poem was written for the occasion by A. W. Frederick of Myrtle Creek:

This bridge today a symbol stands
Of Progress touring farthest lands;
Here rolls her proud triumphal cars—
They fill, they flare like shooting stars.

A world on wheels goes whirling by,
And we whirl with it, you and I.

Memorial, this structure stands
Acquainting new with older lands;
The days, the ways of pioneers
Are ours again—we bridge the years
A restless world comes rushing by
And we rush with it, you and I.

This Applan arch prophetic stands
To tell of union of all lands,
A talisman to earth and air
That men go on, rise everywhere.
This humming world flies hope-
ful by,
And we are hopeful, you and I.

NOTICE

No meals will be served at the Deardorf Hotel at Oakland, July 4th or 5th.

Cement chimneys and foundation blocks—Page Lumber and Fuel company.

save more fruit by using Bordo

Get the finest Bordeaux mixture on the market and increase your profits with more and better fruit.

This high quality spray is proved by leading authorities to be the most effective covering and stabilizing that keeps killing diseases at all times. Comes all ready to use in your spray tank and one. Saves time as well as cost.

Harvest time will prove that this standardized mixture manufactured by a man who knows what he is doing is your best investment for a crop that pays.

Send for any or all of the following booklet on our work:

(1) Bordo
(2) Bordo
(3) Bordo
(4) Bordo
(5) Bordo

Write Mr. Miller for information on when and how to spray. His expert advice is freely given.

Miller Products Company

Write for price list and information on spraying.

LENOR FURNITURE COMPANY

321, N. Jackson St., Roseburg



you'll know
TUESDAY

MOTOR SHOP GARAGE

Distributors for Douglas County
Roseburg, Oregon

LETTERS FROM THE PEOPLE

ROSEBURG BOY IN ALASKA

Editor of News-Review:

I do not get to read your paper very often. Sure miss it. Before I came up here, I read your paper quite often. I have been working on a large farm about 40 miles west of Spokane, for Harley Swift, the past year. Mr. Swift takes the News-Review.

I was always glad to sit down and read the Roseburg News-Review. I will tell you of my trip from Seattle to Seward, Alaska. A trip of wonders. I boarded the steamship Yukon Saturday morning at 9 o'clock, June 7, 1924. We went through narrow channels along the coast of Canada, and along the coast of Alaska. When I speak of we, I mean the steamship Yukon, the crew, the passengers and myself.

Ketchikan was the first Alaska town at which we stopped. A very nice town. I visited a large box making mill at Ketchikan. Saw wonderful scenery at this town. There are lots of natives also here at Ketchikan. I mean Indians. Some of the Indian girls looked pretty nice with bobbed hair.

We stopped at Juneau, the capital of Alaska. A beautiful city. I do not know just what day we got to Juneau but it was in the evening. There is a big gold mine on a large mountain side right over the city of Juneau. It was lit up with lights. A wonderful sight. When we left Juneau, we still went through narrow channels. Saw wonderful scenery on our way to another town called Cordova, the copper gate way to Alaska. Cordova is a nice town, with wonderful scenery. We stayed at this town twenty four hours, the longest stop on the trip. Cordova is the first Alaska town we came to with a railroad. The road is owned by the Copper River Railway company. The Copper River Railway company takes passengers from Cordova up a canyon about 20 miles to a summer resort. There were six or eight car loads of copper ore put on the steamship Yukon while we were at Cordova.

On our way from Cordova to Seward, we visited the Columbia Glacier, a wonderful sight. We went through drifted snow and ice. I got up close to the glacier, the drifted snow or ice was estimated to be 200 feet high at the water base. Miles and miles wide. We saw the glacier falling apart. The snow that went into the water made a loud report like a blast. It sure was cold at the glacier. This visit at the Columbia glacier was for the tourists. We arrived in Seward last Sunday, June 15, at 6 o'clock in the morning.

There are wonders and scenery in Alaska, the old timers of Douglas county never dreamed of. Alaska is full of scenery and wonders, but the development and business is dull.

The climate is excellent in the summer time. The winters are very cold, with lots of snow. The trip from Seattle to Seward, Alaska was my first trip on a large steamer. I am quite a fellow for adventure and enjoyed the trip fine. I thought I would get sea sick, but such a thing did not happen.

A person need not dress any warmer than he does in the states, but should have an extra coat of some kind for the evenings on deck. I was up till 12 o'clock several nights looking at the scenery in the moonlight.

As I was born and reared in Douglas county, I still speak a good word for Roseburg. Roseburg, Douglas county, and the state of Oregon have nice scenery, but Alaska is far ahead.

I am the son of Matthew Adams, a farmer of South Deer Creek. I sure enjoyed the shows and carnivals in Roseburg. Am enjoying the wonders of Alaska. Roseburg will be my return next year, but I shall make returns to Alaska in the future.

Your sincere friend,
MARK ADAMS.

Makers and savers of good complexion. During the summer months use our lemon soap, lemon cream and lemon lotion and keep that fresh, cool complexion. Lloyd Crocker.

See Us for Low Prices on a New Piece of this Furniture, or a Porch Swing.

LENOR FURNITURE COMPANY

321, N. Jackson St., Roseburg

apart. The snow that went into the water made a loud report like a blast. It sure was cold at the glacier. This visit at the Columbia glacier was for the tourists. We arrived in Seward last Sunday, June 15, at 6 o'clock in the morning.

There are wonders and scenery in Alaska, the old timers of Douglas county never dreamed of. Alaska is full of scenery and wonders, but the development and business is dull.

The climate is excellent in the summer time. The winters are very cold, with lots of snow. The trip from Seattle to Seward, Alaska was my first trip on a large steamer. I am quite a fellow for adventure and enjoyed the trip fine. I thought I would get sea sick, but such a thing did not happen.

A person need not dress any warmer than he does in the states, but should have an extra coat of some kind for the evenings on deck. I was up till 12 o'clock several nights looking at the scenery in the moonlight.

As I was born and reared in Douglas county, I still speak a good word for Roseburg. Roseburg, Douglas county, and the state of Oregon have nice scenery, but Alaska is far ahead.

I am the son of Matthew Adams, a farmer of South Deer Creek. I sure enjoyed the shows and carnivals in Roseburg. Am enjoying the wonders of Alaska. Roseburg will be my return next year, but I shall make returns to Alaska in the future.

Your sincere friend,
MARK ADAMS.

Makers and savers of good complexion. During the summer months use our lemon soap, lemon cream and lemon lotion and keep that fresh, cool complexion. Lloyd Crocker.

See Us for Low Prices on a New Piece of this Furniture, or a Porch Swing.

LENOR FURNITURE COMPANY

321, N. Jackson St., Roseburg

Smartly Fashioned Frocks For Summer

Many new styles are included in this display of cool Summer Dress affording you, no matter what your size or type, an ample range from which to select.

We have a splendid assortment in the finer fabrics, dainty with attractive trimmings, and you should see these lovely dresses. All of them priced low.

FOR STREET AND DRESS WEAR

I. ABRAHAM

The Silk Store.

PORCH Furnishings

Reed or Fibre Furniture is the most appropriate for your Porch. It is light and easy to handle as well as cool and comfortable in use.

See Us for Low Prices on a New Piece of this Furniture, or a Porch Swing.

LENOR FURNITURE COMPANY

321, N. Jackson St., Roseburg

Everything You Need

In the way of Pure, Wholesome Groceries we supply at lowest cost, and best quality.

FRESH FRUITS AND VEGETABLES
ORDER CANNING SUPPLIES NOW

PICKENS BROS.

Perkins Bldg.

**Beauty
DODGE
BROTHERS
Four
Passenger
Coupe
Comfort**