

Roseburg News-Review

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HARRIS ELLSWORTH, Editor

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Coos Plans to Celebrate

There are distinct rumblings
of returning prosperity over in
the Coos Bay country. Rumor has
it that the market for cedar is
looking up and that logging and
milling operations are being resumed.
But that is not all. Within a
few short months now the rocks
will have been blasted off of the
Pigeon Point shoals and the Coos
Bay harbor will be as fine a deep
water harbor as there is on the
Pacific coast. Even now the
equipment in being made ready and
drilling and blasting operations
will begin soon.

The Coos Bay people are going
to celebrate the elimination of this
Pigeon point obstruction to their
harbor. July third, fourth and
fifth are the days set for a magnifi-
cent blow-out.

They will most certainly have
something to celebrate about. Here-
tofore, ships have been forced to
leave Coos harbor with only a part
of a load. When Pigeon point is
blasted off, ships from all over the
world will be able to enter the
Coos harbor, load to capacity and
depart. This is the biggest thing
that has ever happened on Coos
Bay since the building of the rail-
road. No wonder they are going to
celebrate.

Let's go over and celebrate with
them. Let's go over and show
them that we, too, are glad of their
good fortune, for when you get
right down to it, their prosperity
will be reflected over our way too.

Remember, this is clean-up week
and it is clean-up week for a pur-
pose. Let's shine like we have
never been known to shine before.
As the ad says: "There's a reason."

Weather man: Do your stuff this
week like you have never done it
before. We boast a wonderful cli-
mate but we must demonstrate.

Oregon Editors' Opinions

DIAMOND LAKE-THE
SEA ROAD-IMPORTANT
PROJECT TO REEDSPORT
(Reedport Courier)

NOW that the Umpqua highway
is an assured project that is rapidly
nearing completion we must
turn our efforts toward other im-
provements that will help develop
the lower Umpqua.

We will have a strange hold on
freight and fast bound passenger
traffic between the interior and
the Roosevelt highway, but to
clinch that hold we need just one
more road completed and that is
the Diamond Lake-to-Reedport road.

A highway from eastern Oregon
to the coast. This road will be
completed to tie up with the Pa-
cific highway whether the people
on the seaboard desire it or not.
It is the desire of those sponsoring
it to extend it fully to the sea and
the citizens of the lower Umpqua
should heartily endorse that pro-
ject.

They should endorse it to the
extent of asking for an added
improvement on the old project
and that is the elimination of the
Dodge canyon grades. Raising the
road directly down the Umpqua, I
will be entirely a water grade, a
few miles longer but many times
more scenic. The construction
is comparatively light, the cost
being a natural benefit to follow
most of the way with only two
small cliffs to blast out.

The river road should be great
ly sought after by the citizens of
the lower Umpqua because it pro-
vides a water grade road for the
south bound freight that will elimi-
nate the Rice hill on the Pacific
highway, and every cent that can
be eliminated from freight charges
means more business.

Roseburg wants it because it is
a wonderful, cool, scenic drive for
tourists who have passed last days
in the interior. It would also
steady Roseburg's hold on the coast
for it would make our courts seat
a little nearer and much more
available.

Reedport would benefit doubly
in its construction for she would
receive south bound tourist traf-
fic that is now routed from Rose-
burg to Coquille via Coos Bay
junction on the Pacific highway.

Marshfield and North Bend
should lend their moral support
to the issue for they would re-
ceive south bound travel that now
comes no nearer than Coquille.

So let us co-operate in every
way possible with our Roseburg
neighbors toward the completion
of their project, a Diamond Lake-
to-the-sea, or a highway from the
interior to the coast.

WILL PROMOTE SAFETY
(Corvallis Gazette-Times)
We note that Senator Bortus
Johnson of this county has intro-

duced a measure to regulate bill
board advertising along the pub-
lic highways. In the interest of
safe driving, the measure ought to
pass without much opposition. The
outdoor advertising association,
however, will be on the job with
plenty of funds to prevent its pas-
sage. Bill board advertising is sup-
posed to attract the attention of
the passer-by. Inasmuch as all
passer-by now do so in automo-
biles, it means that if the adver-
tising is to do any good those in
the car have to have their atten-
tion diverted from the business in
hand of driving in order to read
what the bill board says. That
necessarily makes for accidents,
especially on curves, near intersec-
tions and where side roads enter
the main highway. Time was when
a road sign might have had some
value as an advertising medium.
In the days of the horse and buggy
it might have been worth while to
put up a sign reading "Five miles
to Skinner's store." But nowadays
those signs are passed by so fast
that they are practically worthless
as advertising media but ruin the
landscape and make driving dan-
gerous.

Oddities Gleaned From Day's News

(Associated Press Leased Wire)

DEAF MUTE COMPLAINS SPOUSE "NAGGED" HIM
BURLINGTON, Iowa, Jan. 19.—Herbert Moore is a deaf mute. His wife, Doris, also is a deaf mute. They were married at Clariton, Iowa, December 1.

Now Herbert has filed suit for divorce, saying Doris "nagged" and "scolded" him.

BEWARE OF RUTABAGAS THEY MIGHT STRIKE YOU

CHICAGO, Jan. 19.—A rutabaga has just made its way to one Chicago policeman.

Prof. August Vollmer, famous criminologist, revealed this when he made public one answer which he got from an intelligence test of the students in his class for policemen at the University of Chicago. The question was: "What is a rutabaga?" The answer was: "A very dangerous kind of snake."

MAKE-BELIEVE CAPONE CREATES THEATRE PANIC

CHICAGO, Jan. 19.—The audience in a South State street theatre saw something not on the program last night, but which gave them a momentary thrill without extra charge.

A man in the crowd jumped over the footlights and announced in no uncertain tones: "I'm Al Capone."

The chorus screamed and fled, leaving the stage to the man who, who then leaped over and asked the orchestra to play something. By that time the police arrived and took him to a hospital for observa-
tion. He gave his name as William Carshak and said he couldn't remember why he had used the gangster's name.

Editorials on News

(Continued from page 1)

If it should come to you, cultivate your BRAIN. It's the quality of their brains that makes people worth while.

PROBABLY you read this head-
line the other day: "Scientist
hopes deafness may be prevented
in future." Science, you see, is
marching on.

These lucky children of ours! They'll live to see many of these things of which we're dreaming become realities.

Spring Styles Show Longer Hemlin in Both Coats and Dresses

NEW YORK, Jan. 18.—The well-dressed woman will follow the clock around in pajamas if the spring fashion shows of the garment retailers of America is a cri-
terion.

Models exhibiting pajamas for the dance, the beach, the garden and the home paraded across the stage of the Hotel Astor last night. They wore long, flowing, blue and white striped duck and flowered stuff were the topic, voluminous in the legs and snugly fitted at the waist.

From 150 creations shown by 87 exhibitors it was illustrated that the ensemble still rules women's wear. Almost every dress had its jacket and many two and three piece suits had long, three-quarter and full length jackets, made of crepe-like materials for street wear and of rough, spotty materials for sports.

Dresses were an inch or two longer than last fall and coats followed suit. Frocks for afternoon wear were seven or eight inches off the ground. Skirt and dance frocks touched or barely cleared the floor, the toes of evening slip-pers peeping beneath ruffled flounces of clinging drapery of chiffon.

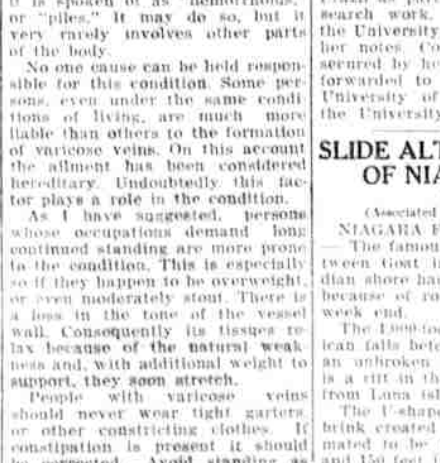
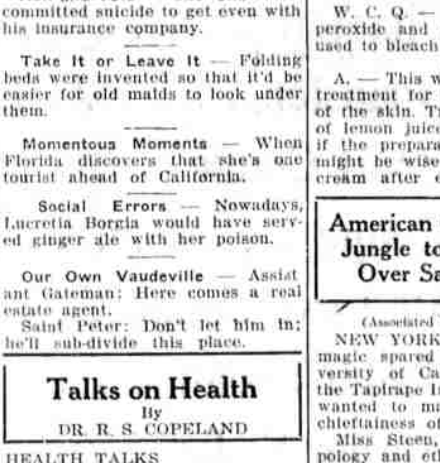
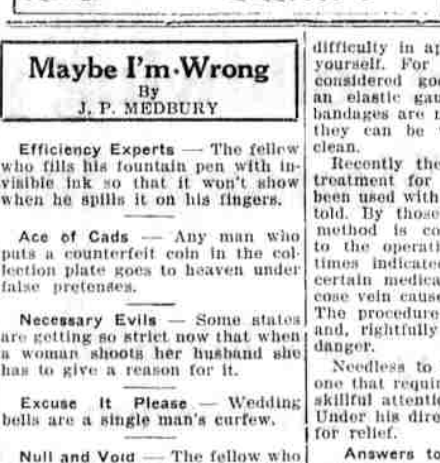
Some fashion tendencies gleaned: "The hemline steadily is dropping; trend is an outstanding color for sports wear; slouching frocks are more up-to-date; matching belts accompanying frock suits and coats; velvet is the material for summer evening wear."

Small Trains Smart on Evening Gowns

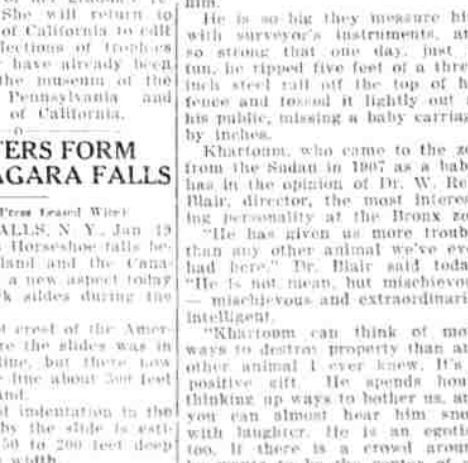
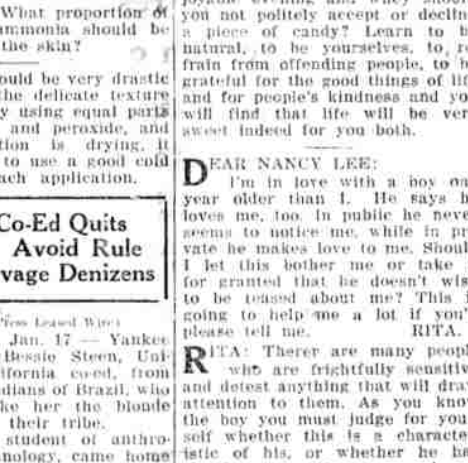
PARIS (A. P.) Paris is wearing a train or two these evenings. They are small trains, lying only six to 10 inches on the floor, but they give madame an opportunity to make a sweeping entrance into the ballroom.

One of the smartest women at the Ritz recently appeared in a pink and black flowered chiffon model, designed with soft drapery about the hips and having a train draped from one side.

POLLY AND HER PALS



Back to "Civilians"



Covered Wagon Days Pass In Mental Review Before Douglas' Early Settlers

Interesting Occurrences That Marked Westward and Hazardous Overland Trek in Pioneer Period, Recited by Participants and Descendants to News-Review, Emphasize Scenes in "The Big Trail," Film to Be Shown January 19-20.

(By GLENN RADABAUGH)

(Series No. 3)

A LONG in the wagon train of 100 which left St. Joseph, Missouri, in 1865, was a ten-year-old lad astride a Shetland pony whose task it was to drive a band of stock across the continent to the Pacific coast.

Many years have passed since that day, but S. L. ("Ike") Thornton, who lives on East Douglas street, remembers the events very clearly. Particularly does he remember when a band of Indians caught up with the wagon train and one lusty brave came within about 15 feet of him before the men turned the redskin back. More than 400 Indians attacked the train on that occasion, but it didn't take the pioneers long to put them to rout. Although the Indians were armed with rifles they were disorganized and had come to stampede the stock more than anything else.

General Duncan was the leader of this caravan and succeeded in getting it to the coast without major mishap.

The Thorntons stopped first in Yamhill county and then came on down and settled on Oak creek in Douglas county where they reared their family. Besides "Ike" Thornton three others of the family still survive. They are J. L. Thornton, Portland, who formerly lived in Roseburg; J. J. Thornton of Eugene, and Mrs. Jane Murray of Goldendale, Wash.

"Ike" Thornton, as the Roseburg man is known to his friends, was the first rural route mail carrier in Douglas county. Under the administration of former Postmaster C. W. Parks, he was appointed to carry Roseburg R. F. D. 1 out through Dixonville, Gleggery and back into this city. He served in this capacity for about fifteen years.

Mrs. Thornton is a native daughter of this county. She was born on Oak creek and spent most of her life there. She was married to Mr. Thornton in 1878.

I. B. HOWARD
When I. B. Howard of Look-
ingglass attends the pioneer
picture "The Big Trail" as the
guest of the News-Review, it will
be his first time to witness a talk-
ing picture. In fact, Mr. Howard
says, he's only seen a half-dozen
motion pictures of any kind in his
life.

MEXICO COUNTS 114 DEAD FROM QUAKES
(Associated Press Leased Wire)
MEXICO CITY, Jan. 19.—Thous-
ands of persons, made homeless
by last week's earthquake, took
hope today with abatement of the
coldest weather in generations.
The return of normal tempera-
tures was expected to facilitate
greatly relief work.

Casualties in the four days of
earth shocks now number 114 re-
ported deaths and many others in-
jured. Probably a greater toll will
be revealed when isolated dis-
tricts are heard from.

For the first time in five days
no reports of earth shocks were
received yesterday.

The National Railways said to-
day that eleven railway stations be-
tween Tehuacan, Puebla and Oax-
aca had been destroyed or badly
damaged.

AMERICAN APPLES BANNED IN POLAND
(Associated Press Leased Wire)
WARSAW, Poland, Jan. 19.—
Orders to hunt down and destroy
every American apple in Poland
went out to all cities and larger
towns of Poland today.

The health authorities some time
ago prohibited the sale of apples
from America alleging that they
had been sprayed with arsenic, but
despite the prohibition there was
evidence that the American apples
still continued to penetrate the
market, hence the extermination
order.

TWO LIVES TAKEN BY AUTO CRASHES
(Associated Press Leased Wire)
PORTLAND, Jan. 19.—When
his automobile collided with an
inbound Oregon City electric train
here yesterday, Chris Gesme, 38,
Portland, was killed.

Clyde O. Tansley, 15, was killed
and Otto Hagen, 26, ski jumper,
was seriously injured when their
automobile skidded off the Mount
Hood loop highway near Bright-
wood, Ore., and burst into flames.
Hagen said he on the highway
caused the wreck. Both lived at
Wenatche, Oregon.

NOTICE
After Jan. 13, 1931, I will not be
responsible for bills made by any-
one but myself.
(Signed) Joe Allen, Tiller, Ore.

Arundel, piano tuner. Phone 189-1.

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Phone your news items to the
News-Review—telephone 120.

life. He came to Oregon when he
was 25 years of age. That was in
1877. He was all by himself so far
as relatives were concerned. His
route carried them across the de-
sert to Lost river, on across the
lava beds to Boise and from there
across the treacherous Snake river
into Oregon. They came over
the McKenna pass, sometimes trav-
eling in a train and sometimes
alone. They arrived in Coles valley
in September, 1891, where they
bought part of the old L. T. Thomp-
son place. There they have resid-
ed ever since.

MRS. W. C. TIPTON
MRS. W. C. TIPTON, 1894 E.
Third street, celebrated her
sixth birthday anniversary while
crossing the plains. Her parents,
Abraham and Thelma May, left
Iowa in the spring of '62. They
stopped in LaGrande the first win-
ter. The following two years
Abraham May spent in mining in
eastern Oregon following which
the family moved to Douglas county
where the children were reared.
Mrs. Tipton's husband died here 10
years ago. He was also a pioneer,
having been brought across the
plains when he was two years of
age. Cleo Tipton, dairy operator
here, is a son of the couple.

MRS. V. E. APPLIGATE
ON the first day of May, 1850,
Virginia Ester Appligate started
from Lee county, Iowa, in com-
pany with her parents, one brother
and three sisters to make the long
and extremely hazardous journey
to Oregon. The family met with
many heart-breaking experiences,
including the loss of two of its
members by death. They stopped
at Fort Hall and Fort Laramie. The
train was composed of 50 wagons
drawn by oxen. Mrs. Appligate's
father, the late Elijah T. Ester, was
captain of the train and it was
his duty to ride ahead and select
sites for camping. Indians by the
thousands roamed through every
part of the vast and unexplored
land through which the train passed.
On the first day of November,
exactly six months to the day from
the start of the voyage, the train
crossed the boundary line of Ore-
gon. Mrs. Appligate will be 86
years old on January 28.

MRS. ROY EDWARDS
BESSIE DECKER (Mrs. Roy Ed-
wards) was six weeks old
when her father, mother, sister and
herself left Sidney, Nebraska, in
May, 1891, with two teams. They
went the route which included
Cheyenne and Fort Laramie and
crossed Medicine Bow, journeying

south and crossing the North
Platte. They saw and talked with
many Indians, most of whom were
on reservations at that time. Their
route carried them across the de-
sert to Lost river, on across the
lava beds to Boise and from there
across the treacherous Snake river
into Oregon. They came over
the McKenna pass, sometimes trav-
eling in a train and sometimes
alone. They arrived in Coles valley
in September, 1891, where they
bought part of the old L. T. Thomp-
son place. There they have resid-
ed ever since.

NELSON JONES
WHEN he was three and a half
years old Nelson Jones' father
and mother, Isaac and Anne
Jones, brought him across the
plains from Boone county, Indiana,
to Oregon. The family wintered in
Portland and came down to Doug-
las county in the spring of '53. The
father took a donation claim of 320
acres where the community of
Edenhower is now located. He
farmed there for 20 years in the
meantime acquiring half-interest in
his father's grist mill in Roseburg.
Later he traded his farm for the
other half and operated the mill
himself for 30 years, selling it to
John Rast. Nelson Jones and his
brothers and sisters were reared
here. A brother, Nicholas Jones,
lives at Salem and two sisters,
Mrs. Lydia Critcher and Mrs. J.
P. Barker are the other survivors
of the family. Mrs. Jones died last
May in Coos county. She was born
in Empire City, Coos county.

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