

Item Recounts Railroad's Role Oregon History

By MRS. GEORGE BACHER

Let us not forget the railroads and the important part they played in making this a "century of progress".

Several years ago the following obituary appeared in the Oregonian:

"Charles Wilson, last of the pioneer railway conductors of Oregon, died Wednesday evening, after a lingering illness. He was born in New Bedford, Mass., Oct. 11, 1842, and in the early 60's came to Oregon by way of the Isthmus of Panama, settling in Portland. He had been a railroad man in the East, and when construction was well under way in the Oregon & California Railroad, on the east bank of the Willamette River, Mr. Wilson became a conductor. He continued in active service for nearly 30 years. Associated with him were Conductors D. C. Bogart, "Pap" George Stroud and J. H. Bellinger. He first ran to Albany and afterwards to Roseburg, which was the end of the line for many years.

"It was said that there was not a man, woman or child in the Willamette Valley who did not know Conductors Charles Wilson, Pap Stroud and D. C. Bogart, a generation having been born since they began railroading in the Willamette Valley, and there are hundreds of men and women in the valley who were infants in arms when these conductors punched tickets for their fathers and mothers. Conductor Wilson had charge of the private car of Ben Holladay on most of his trips, and he was in charge of the train which brought to Portland President Rutherford B. Hayes."

In 1880 President Hayes paid Roseburg a visit. He responded to the welcome address on the balcony of the old Metropolitan hotel, situated at the corner of Washington and Jackson streets, and was later destroyed by fire. Driver of the stage bringing him here was Tom B. Burnett, then 82, and the sole survivor of 150 stage drivers employed on Yreka, Calif.—Roseburg division.)

"Engineers John Brandt, 'Big Jack' Miller who lost his life in a wreck; Phil Corbin, who shot himself, and practically all the old-time engineers have passed away. New hands are on the throttle and new hands punch the tickets up and down the Willamette where these veterans held sway for over a quarter of a century.

"It was under Conductor Wilson that Homer Davenport, then a most ungainly and unpromising youth, essayed to become a brakeman, but failed, and was kicked off the train by Conductor Wilson. Mr. Davenport became Conductor Wilson's closest friend, as he considered that the former did him a life-long service by bouncing him. When Conductor Wilson went East several years ago he was entertained in handsome manner by the famous artist.

"He is survived by his widow and two children, George W. Wilson and Julia F. Wilson."

His daughter, Julia, later became the wife of the late Dr. George J. Bacher, a dentist in Roseburg for over 30 years prior to his death in 1942. Their daughter, Mrs. William Lassiter, and their son, George Wilson Bacher, are still residents of the city.

Applegates Pioneered Old Oregon Route

(Continued from Page 1)

no matches. Dry twigs, moss and grass were put into a heap and a shot-gun fired into it, the discharge igniting the kindling. The children were so hungry that they smoked mice out of hollow logs, later roasting them over the fire.

How did they feel at reaching their destination in the history-making year of 1846? The "Applegate Trail" as compiled by Walter Meacham relates:

"... So the hardships and sacrifices of the long trek were forgotten in the joy of having reached their goal."

Early Roseburg Events Recalled By Fred Wright

A recent news item in the News-Review, concerning the business property at the corner of Jackson and Washington Streets, now owned by A. J. Hochradel, revives memories of Fred M. Wright, justice of the Peace at Reedsport and a native of Roseburg, the son of the late Mr. and Mrs. James Wright, pioneer residents of this city. Fred recalls that the building is on the site of the early day Metropolitan Hotel, a two-story frame building that was destroyed by fire, claiming the life of its owner, Lewis Ziegler, who perished heroically after awaking all guests and rushing them to safety.

The building was later replaced on a portion of the site by the present brick structure originally known as the Caro building and occupied by the pioneer mercantile firm of Caro Brothers—Simon and Isador. The old hotel, Fred further recalls, was topped by a wooden cupola, characteristic of architecture of the period.

Correcting a common, erroneous impression that Roseburg's first fire chief was the late Louis A. Sanctuary, Fred says that distinction belongs instead to the late John (Pappy) Gildersleeve, who at one time bore the title of the world's champion long-distance pedestrian. His record was 10 1/2 miles and 45 rods in an hour, established more than 100 years ago while a member of the New York City Fire Department.

Gildersleeve operated a furniture store in Roseburg. It was located at the corner of Jackson and Douglas streets, now occupied by an apartment hotel and previously the site of the old Hotel McCallen.

Woman's Fear Of Indian Left Land Open For Rose

Had it not been for an Indian village located in what is now West Roseburg, the city of Roseburg might have become Flintville. A. R. Flint, a San Francisco surveyor, was called to lay out the townsite of Winchester in 1850, according to a report in Walling's History of Southern Oregon, published in 1884.

Flint visited the present site of Roseburg in the spring of 1851, a few months before the arrival of Aaron Rose, the city's founder. When his wife saw the Indian village on the west side of the river, she objected to settling in the valley. Thus the land remained open for the filing made in the fall of that year by Rose.

Oakland First Outlet For Bohemia Gold Ore

Discovery of gold in the Bohemia and Calapooya mountains in 1861 resulted in much mining excitement and exploration in Douglas County. Many claims were filed by residents of the area.

Much difficulty was encountered in construction of a road from Oakland into the Bohemia district. Traces of the old road still are visible, although it is now overgrown with forests.

A road built into the mining district from Cottage Grove diverted the ore traffic away from Oakland.

Douglas Community Got Name From Brand Flour

What community in Douglas county was named for a brand of flour?

Lewis A. McArthur in his book, Oregon Geographic Names, reports that F. M. Good came to Oregon from Kentucky in 1853, and started a sawmill and flour mill. He named his brand of flour for the Cleveland flour mill in Ohio. Thus the community of Cleveland, located a few miles northwest of Roseburg, received its name.

Dillard Valley Settled Year Douglas Formed

John Dillard, a native of Missouri, settled in what is now the Dillard Valley in the year 1852, the year Douglas County was created by act of the Territorial Legislature. His name was given the station by the railroad company, when the rail lines were built southward from Roseburg, starting in 1882. Mr. Dillard died in 1892 at the age of 79 years.

SIX VOTING PRECINCTS Six voting precincts were created in Douglas County when the county was organized in 1852. They were Calapooya, Winchester, Deer Creek, Roseburg, Lookingglass, Myrtle Creek and Canyonville.



(NEA Telephone)

RATES AN APOLOGY — Mrs. Suzy Rytting (above) of Salt Lake City was sent home from Switzerland land by the U. S. Olympic ski committee when they learned she was expecting a baby in September. The committee chairman in New York said a letter of apology would be sent to Mrs. Rytting and the ski team uniform which had been taken from her would be returned. Mrs. Rytting said she had been sent home without being allowed to wait for her mother or husband to accompany her.



D. L. DIMICK, right, president of Fullerton PTA, is shown presenting pins to Den Mothers of Boy Scout Pack 114, which received its charter last week from the Boy Scouts of America. The pack is sponsored by the PTA. Mothers, from left, are Mrs. Gordon Larsen, Mrs. Lars Erickson, Mrs. Paul Back and Mrs. Ted Prusia. (Picture by Paul Jenkins)

Leaps Into River Rather Than Pay Five-Cent Toll

HUNTINGTON, W. Va. — "I didn't mean to jump into the water," said a damp steelworker who leaped off a bridge into the flooded

Ohio River after refusing to pay a nickel toll early Tuesday.

Police figured James M. Mooney, 33, of North Kenova, O., had drowned in the swollen waters when he leaped from the 39-foot high bridge between here and Chesapeake, O.

But he showed up here hours later, drinking coffee in a restaurant. Mooney refused to pay a nickel

toll for walking over the bridge because he didn't like the way Collector Axel Ramey asked for it. Ramey called the cops. When they arrived, Mooney went over the side.

"I jumped from the brace, hoping to hit the pier," Mooney related. "But I missed. Believe me, I was surprised when I hit the water."

"I must have gone under about 40 feet and swallowed at least a quarter of water."

Mooney, who had helped repair the bridge last summer, came up swimming five blocks away. There he grabbed the steamboat George T. Price, on its way to Cincinnati, and was helped over the rail.

He was put ashore 10 miles below bridge.

Bank Teller Sought In Larceny Of Funds

NEW YORK — A Brooklyn bank teller failed to return from lunch Tuesday, and the bank said \$38,224 in cash had vanished from his cage.

But \$23,798 was left behind, said an official of the Chemical Bank and Trust Company's downtown Brooklyn branch.

Police sent out a 13-state alarm for Martin G. Olsen, 36, and said he was wanted for embezzlement and larceny.

Olsen had worked in the bank about a year.

Tax Liens Hit Coin Machine Operators

PORTLAND — Tax liens for \$484,000 were filed Tuesday by the collector of internal revenue against two coin machine operators here.

A lien against Stanley G. Terry asked \$344,007 as payment of taxes for the years 1940 through 1948. The other lien asked \$140,000 from Otis William Anderson for taxes for the years 1939 through 1950.

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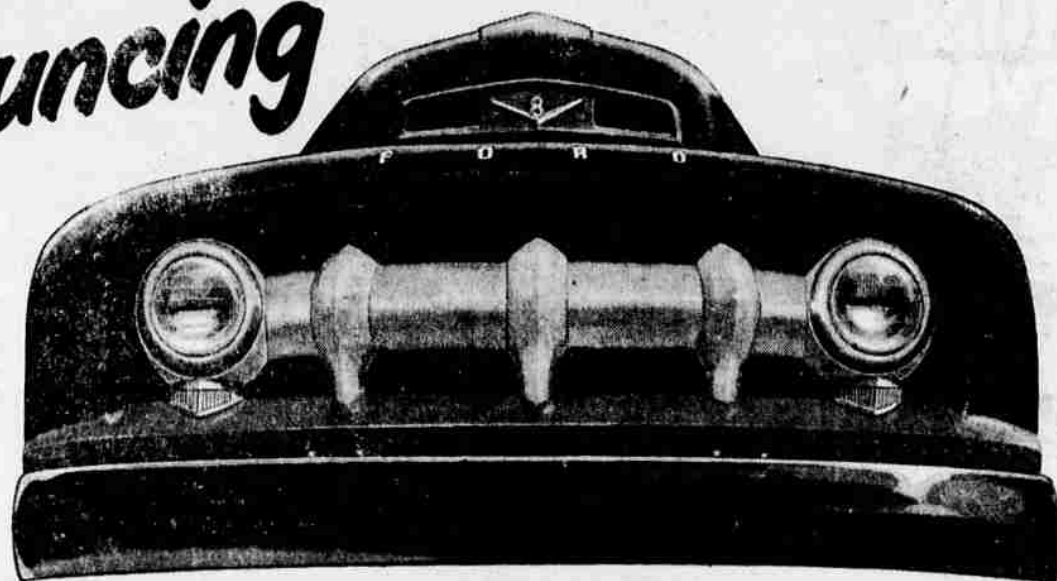
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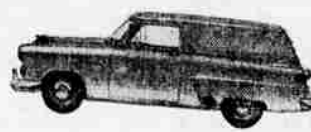
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