

MAKING OF UMPIQUA  
CUT OFF BY ROAD

David Swing Ricker Pictures  
Fertility and Beauty of  
Locked-In Land.

FARMERS ARE UP TO DATE

Good Highways Only Needed to Bring  
Capital in to Aid Progress and  
Open Veritable Paradise  
to Tourist Travel.

(The Pacific Highway became a trifle too  
attractive for "Evens" and "Evans" of  
Valley, and for the first time out of  
Portland, he deserted the road and took to  
the train for the purpose of reporting  
of his account, he describes the beauty of  
the country through which he passed...)

ROSEBURG, Or., Jan. 28.—(Special.)

—As we swung down the valley my  
memory carried me back to a long ago  
up the River Lea from Cork to Killarney  
with hills patched with every shade  
of green rising above the thatched  
roofs of huts. Even many of the foot-  
hills in the Umpqua valley have been  
cleared and roll back to pine ridges.  
Some of them have the verdure of the  
Berks in April and some of the  
hills in the Umpqua valley have been  
dividing equally the labor of sustain-  
ing us.

Valley's Beauties Pictured.

No valley I have ever seen is so col-  
ored in the winter as the valley of the  
Umpqua, reaching back to the moun-  
tains, undulating in vast swells, caught  
and held still, like a rolling sea sud-  
denly become from a vista of green  
way to another. A valley done in greens  
makes room for a valley done in  
browns. And in some of them are gath-  
ered all the specters of the past.

As we pushed on there rose and fell  
out of the green fields of young oats,  
yellowed meadows, larks, drooping,  
falling, flitting and fighting, above,  
behind them rose hills as red as the  
heathered hills of Scotland, red with  
red blossoms, red with red grass.  
The leaves of growing kale pur-  
pled one patch in the great quilt, while  
the blossoms of wild turnip tinted an-  
other patch in the valley. Red  
branches of pink Hawthorne deepened  
into the brown of barren trees that  
need to be cut down, and the pines and  
the leaves of rhododendron and  
laurel were washed by the mistlike rain  
that never ceased to fall—a mist that  
was not a prodigious bear who was  
freshing. Here and there an orchard  
of green leaves in more than a  
Gothic confusion marked the entrance  
to a path to green hills, where  
cottonwoods and fir and blue spruce  
to vine-covered houses set within  
hedges that had begun to turn from  
purple to green as the winter  
or colored by growing cabbage and  
rhubarb. An ever-changing landscape  
fringed here and there with gray, moss-  
covered rocks and hills, and the  
color with the gray mountains that  
flattened against the gray sky.

These were the things that made the  
work of the painter, cannot fail to  
voice the regret that he did not live  
to see and transfer to canvas this  
valley of this, and the majesty of the  
Rockies nor the heroics of the Yosemite,  
but it has the hospitality of a  
landscape in the heart of the  
understanding and the limitations of the  
uninspired soul.

Farmers Show Initiative.

My grandfather, David Swing, the  
preacher, while riding through Kansas,  
once met a prodigious bear who was  
freshing in his four-in-hand and  
said he had made it himself by a com-  
bination of chemicals. It was this dis-  
covery that he reported to the  
don scientific farming. But as a farmer  
he had made much money. It was  
a waste of money to grow beans in one  
field and corn in another. So he planted  
the beans between the rows of corn.  
They would climb up the stalks and he  
would be saved the labor of stringing.  
It was a fine idea, but the corn grew  
faster than the beans and pulled them  
out of the ground. It occurred to him  
that it was better to grow corn  
Wool ought to grow on miles. It was  
cheap to feed miles. They'd eat any-  
thing. So he grafted wool on his miles  
and, as a result, he was able to grow  
splendidly. Then it was that he dis-  
covered how to make diamonds.

History of Drier Told.

"Well," he said, "that happened quite  
a spell after a man named Evans—E.  
Evans—brought the first drier  
trees into the valley. Hans Weaver  
bought some of the trees; and Henry  
Adams and John Hall and Jim Burnett  
bought some. They just put on a  
block, chopped their tops off with an ax  
and set 'em in 'n' ground. In five years  
they were better than Evans' and I was  
interested in the Alden Fruit Drier.  
Of course we had to find some way to dry  
our prunes and none of us knew how  
we all put a little money into the  
Alden Fruit Drier and had it built up  
at Myrtle Creek. It was nothing 'cept  
a cylinder 20 feet high with a place for  
fire under it. You filled the trays with  
the green prunes and slid the trays into  
the cylinder in layers. And every time  
they gave the wheel a turn the trays

WOULD RISE UP A NOTCH HIGHER. By the  
time the trays got to the top of the  
cylinder and were ready to be taken  
out the prunes were supposed to be  
dried. Well, we set all the boys and  
girls in 'n' neighborhood tray'n' prunes,  
and we brought our prunes in wagons  
to the drier. The boys worked all right  
at first and we thought she was agoin'  
to do the work fine. But all of a sudden  
the trays got too heavy for the  
machinery and they all slid down.  
And before we could get the prunes out  
they all soured. We had a lot of law  
suits, but not a one ever came of it  
and the just know of Evans he was  
sent to the Pen.

"But," the farmer went on, "we had  
to repent and it was Evans that  
started prune growing in the valley  
and last year we shipped 100,000 worth  
of prunes from Myrtle Creek where that  
drier was located."

And yet prune growing is only one of  
the industries of the valley. I haven't  
room to go into figures, but the  
farmers of the valley today are grow-  
ing successfully pears, peaches, figs,  
cherries, strawberries, raspberries,  
blackberries, gooseberries, walnuts,  
grapes, plums, apricots, nectarines,  
quinces, apples and almonds. And in  
addition to the fruits and nuts, the val-  
ley grows wheat, corn, oats, barley,  
buckwheat, alfalfa, clover, timothy,  
vetch, chest, hops, horses, cattle, sheep,  
goats, hogs, poultry, dairy products and  
vegetables of every kind. The raising  
of turkeys is a chief industry around  
Roseburg, and the growing of wool and  
sheep are industries of rapidly grow-  
ing importance. I feel convinced, how-  
ever, that fruit growing will rapidly in-  
crease to such an extent that all other  
industries will give way to it. Seven  
hundred and fifty acres at Edenbowen,  
near Roseburg, have been divided into  
10-acre tracts, and the demand for  
these small orchards is so great that it  
cannot be doubted that other industries  
will have to make room, sooner or later,  
for fruit culture.

Train Arrival Made.

The future importance of the  
Valley, with its 1,032,300 acres of till-  
able, wooded land; its timber area of  
2,419,384 acres and its 1000 acres of  
mineral land, is not easily estimated.  
But with improved lands, with a  
radius of five miles of railroad stations,  
selling for \$75 to \$100 an acre, it is not  
to be wondered that every cent of  
money invested in Umpqua valley land  
is bringing large returns. What the  
value of land in the Valley will be  
after the roads have been standing for  
and crops made taken to the markets  
at small cost, no one is ready to esti-  
mate.

It was after dark—long after dark—  
when we swung off the train at Rose-  
burg and made our way to the Grand  
Hotel.

"I guess you didn't walk into Rose-  
burg," laughed Lou Himes, out-reach-  
ing his hand and greeting us with  
genuine Southern Oregon hospitality.  
"You bet we did," I replied, un-  
ashamed, as I remembered that road  
through the pass. "Got stuck in the  
mud when the train left Portland, and  
first time since we left Portland, and  
that means for the first time in 236  
miles—it doesn't speak well for Dou-  
glas County."

"It certainly doesn't," agreed Himes,  
"but we're glad you're here. It may  
wake up the people who don't want  
to see when the train leaves. They  
couldn't walk through them. I want  
you and your wife to be my guests  
for the night. You're the best of  
us here who are good road enthusiasts  
and we want to talk to you. Here's  
one of them now."

AGENT STRONG FOR BOTANY

Touch of Color to Be Given Approach  
to Ainsworth Dock.

Many departures have been planned  
and promised affecting waterfront  
property held by the O.-W. R. & N., on  
the West Side extending from the O.  
W. R. & N. bridge to the Broadway  
ridge, and they ranged all the way  
from a waiting-room for steamship pas-  
sengers to a new dock. The latter  
has come to pass, while another im-  
provement is now assured and is in  
preliminary shape. The latter is  
Chinook street, the street plan of  
grape plots at the Ainsworth dock ap-  
proach.

W. D. Wells, general agent for the  
San Francisco and Portland, has re-  
tains fond recollections of California's  
floral features, has decided that as the  
dock also is known as station, the  
cause the "Big Three" line has been  
taken under the protective wing of  
railroad parentage, it is permissible  
for him to follow agents who beautify  
grounds about depots. Between the  
upper and lower driveways lies a small  
section of terra firma on a level with  
Crown street, in the center of which is  
the watchman's office, and about that  
will the landscape idea be laid out.  
Grass on the waterfront, save that  
sprung volcanic cones and waste grain,  
will be something new.

ROSE CITY SPICK AND SPAN

Portland-California Liner Out of  
Service More Than Month.

Her hull gone over and a few new  
plates added, a new tall shaft placed,  
her engines and boilers overhauled and  
the greatest trouble she encountered  
on our journey is my wife's desire to  
clutter up my blanket bundle with  
whims. I was willing to pack some  
more, but she knew of my wife's  
They were not heavy. Nor did I ob-  
ject to carrying a few prized potatoes  
and apples, but here, in Roseburg, I  
found waiting for me the white  
broke the camel's back. I could not  
find it possible to pack with me a bowl  
of fruit, given away by a druggist  
with every 50-cent purchase. The  
was right when she said the fish were  
cute and the bowl tiny, but the idea of  
that wasn't big enough to make a  
meal was altogether repulsive. I have  
had to be severe in spite of the dread  
of the greatest trouble I've encountered  
being to carry everything my wife has  
wanted to purchase for the bungalow  
and about 100 pounds of goods. I  
walking along the road with bright-  
colored Navajo blankets on my back,  
enfolded a copper chafing dish and a  
copper pot, and a small tin. I have  
Over my shoulder would be slung  
Japanese fruit basket and an antique  
Willard pocket watch depended from  
my watch chain. And I have no idea  
how I was expected to carry that old  
rosewood chair she discovered reposing  
unappreciated in a farmer's "parlor"  
bedroom—a chair brought from New  
Orleans in the early days by his father.  
And there comes a letter from my  
wife of this mother, wanting to know  
if we use a pack-mule to carry our  
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ENGINEER WILL BE NAMED

Report on The Dalles Power Site In-  
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SALEM, Or., Jan. 28.—(Special.)—  
State Engineer Lewis has announced  
that every effort would be made by  
the committee appointed by the Legis-  
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Dalles power site to have its report  
submitted for the next session of the Leg-  
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CHINOOK IS IN QUARANTINE

Smallpox May Retard Preliminary  
Work on Pump Installation.

For the next 10 days more than 20  
men forming the skeleton crew of the  
Government dredge Chinook, which is  
located on the drydock at Portland dry-  
dock at St. Johns, will be denied shore  
liberty, because one member developed  
a case of smallpox a few days ago and  
another was removed from the ship  
Wednesday night who is believed to  
have the malady.

RATES OF CEREALS  
TO ORIENT ARE CUT

Reduction of \$1 Ton Made by  
Steamship Companies in  
Pacific Conference.

MORE BUSINESS EXPECTED

Action Enables Northwest Exporters  
to Compete More Decisively With  
Australian Shippers in Phil-  
ippine Islands.

Flour and wheat rates to Japan,  
China and the Philippines were re-  
duced last week by the Pacific  
conference steamship lines, the new  
tariff being effective March 1 and con-  
tinuing to September 30. The charge  
from Portland and Puget Sound points  
to Japan has been \$4, to Hongkong  
and Manila \$5 and to Shanghai \$5.50  
a ton. Recently the Manila rate was  
lowered from \$5.50 to \$5, the reason  
being that the steep water and land  
can millers a better opportunity to  
compete with Australia in the Philip-  
pines flour trade, but on the \$4 basis  
it is thought there will be a more de-  
cided gain in shipments there until  
the end of the cereal season in June.

Millers say that the perfect ad-  
justment of the cut and the Pacific  
conference, which was held at Seattle  
yesterday, granted them the full re-  
duction asked. At the same time some  
of them say that while buying on the  
part of Orientals undoubtedly will fol-  
low at once, the market will not be  
stimulated to an extent that will do  
a rush in exports of foodstuffs, as  
prices in the Northwest are ranging  
high.

Immediately on the reduction being  
made known exporters communicated  
with foreign representatives and with  
orders, here promises to be larger  
business in March. One exporter says  
there will be about 14 steamers dis-  
patched from Portland to the Puget  
Sound during March and there is little  
likelihood that all of them can depend  
on flour and wheat as the nucleus of  
cargo.

The Hamburg-American line will  
not have a steamer to the Orient in  
February, the next carrier being the  
Belgostar, which arrives at Seattle on  
and is to sail March 4. The Royal Mail  
will have the new liner Merioneth-  
shire from Portland February 19 and  
the Glenroy February 23, the Cardigan-  
shire being due to sail March 20.

Immediately after the celebration of  
Chinese New Year in the city, the  
main, which will be in a few days,  
the reduction in transportation  
charges is expected to attract more  
attention.

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THE CONTRACT GET  
Gets Rheumatism  
Where He Wants It

Any One May Now Cure the Worst Form of  
Rheumatism, Even Articular, Sciatic,  
and the Dreaded Neuritis.

INDIA WILL GET CEREALS

Entire Output of Star Mill Company  
Is to Be Sent to British India  
and First Tramp Steamer Is  
to Leave in April.

Negotiations were terminated yester-  
day by the St. Helens Cereals  
Company for the entire output of ties  
from the Star Mill Company, located  
on Lewis River, amounting to 10,000,  
000 feet, and similar deals are in pro-  
spect, as four cargoes of ties will be  
dispatched this season to British India.  
All will be created at the St. Helens  
plant.

The order was secured by the St.  
Helens interests only after strenuous  
competition as the business has been  
in prospect for the last few months.  
Millen declares that 1914 will be an  
active period on the Willamette and  
Columbia rivers, and that the  
shipments will not be confined solely to  
the India exports.

The steamer is to be sent  
away with ties in April, the second is  
to sail in July, the third in August and  
the last in October. The ties will be  
cut before July, as after that time the  
mills cannot flume without difficulty.  
There are two shipments of cereals on  
route to St. Helens on tankers from  
Amsterdam that will be delivered be-  
fore the tie order is well started, and  
with patronage from Coast cities,  
where cross-docking and other com-  
plications are being eliminated, the com-  
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PHILADELPHIA TARS HERE

Sailors at San Francisco Unable to  
Find Berths.

Alfred Rosen and J. Hansen, of the  
ship Philadelphia, found their way  
back to Portland yesterday from San  
Francisco, where they were discharged  
from the ship after putting into the  
Golden Gate with Captain Lawrence  
under the vessel and other conditions.  
The trio of sailors say that Captain  
Lawrence has been succeeded in com-  
mand by another skipper. They signed  
on the Philadelphia in Europe, calculating  
the voyage to Portland and remaining  
on the vessel for the homeward pas-  
sage. They reported that they preferred  
shipping in some other wintry vessel.  
Sailors are plentiful in Portland and it  
is reported from San Francisco that  
January 27, reported by Captain Bailey,  
pilot steamer Kothly, about 13 miles south-  
west of Point Grenville, Wash.

FIRST BARLEY SHIP FIXED

Jean Returns to Coast With General  
Cargo From Europe.

Cables received yesterday reported  
the French bark Jean, which sailed  
from San Francisco for the United  
Kingdom, has been fixed by Gauthier  
& Company to load general  
cargo at Newcastle-on-Tyne for Port-  
land. The vessel is reported to  
have been engaged for about 10  
shillings.

Notice to Mariners.

The following reports affect the aids  
to navigation in the Seventeenth Light-  
house District:  
North Spit jetty buoy, 1, second-  
class, cast hereafter reported adrift,  
report by Captain Johnson, by steamer  
Breaker, on 10th inst. Buoy was  
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IF CONSTIPATED FOR  
BILIOUS "CASCARETS"

For Sick Headache, Sour Stomach,  
Sluggish Liver and Bowels—They  
Work While You Sleep.

Get a 10-cent box.  
Take a Cascaret tonight to cleanse  
your Liver, Stomach and Bowels, and  
you'll feel great in the morning.  
You men and women who have head-  
ache, coated tongue, feeling of lassitude,  
are you keeping your bowels clean  
with Cascarets—or merely forcing a  
passageway every few days with  
cathartic pills or castor oil?

Cascarets immediately cleanse and  
regulate the stomach, remove the sour,  
undigested and fermenting food and  
foul gases; take the excess bile from  
the liver and carry off the constipated  
waste matter and poison from the in-  
testines and bowels.

Remember, a Cascaret tonight will  
straighten you out by morning. A  
Cascaret taken from your druggist means  
healthy bowel action; a clear head and  
cheerfulness for months. Don't for-  
get the children.—Adv.

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have been engaged for about 10  
shillings.

Notice to Mariners.

The following reports affect the aids  
to navigation in the Seventeenth Light-  
house District:  
North Spit jetty buoy, 1, second-  
class, cast hereafter reported adrift,  
report by Captain Johnson, by steamer  
Breaker, on 10th inst. Buoy was  
report by Captain Johnson, by steamer  
Breaker, on 10th inst. Buoy was  
report by Captain Johnson, by steamer  
Breaker, on 10th inst. Buoy was

IF CONSTIPATED FOR  
BILIOUS "CASCARETS"

For Sick Headache, Sour Stomach,  
Sluggish Liver and Bowels—They  
Work While You Sleep.

Get a 10-cent box.  
Take a Cascaret tonight to cleanse  
your Liver, Stomach and Bowels, and  
you'll feel great in the morning.  
You men and women who have head-  
ache, coated tongue, feeling of lassitude,  
are you keeping your bowels clean  
with Cascarets—or merely forcing a  
passageway every few days with  
cathartic pills or castor oil?

Cascarets immediately cleanse and  
regulate the stomach, remove the sour,  
undigested and fermenting food and  
foul gases; take the excess bile from  
the liver and carry off the constipated  
waste matter and poison from the in-  
testines and bowels.

Remember, a Cascaret tonight will  
straighten you out by morning. A  
Cascaret taken from your druggist means  
healthy bowel action; a clear head and  
cheerfulness for months. Don't for-  
get the children.—Adv.

Gets Rheumatism  
Where He Wants It

Any One May Now Cure the Worst Form of  
Rheumatism, Even Articular, Sciatic,  
and the Dreaded Neuritis.

INDIA WILL GET CEREALS

Entire Output of Star Mill Company  
Is to Be Sent to British India  
and First Tramp Steamer Is  
to Leave in April.

Negotiations were terminated yester-  
day by the St. Helens Cereals  
Company for the entire output of ties  
from the Star Mill Company, located  
on Lewis River, amounting to 10,000,  
000 feet, and similar deals are in pro-  
spect, as four cargoes of ties will be  
dispatched this season to British India.  
All will be created at the St. Helens  
plant.

The order was secured by the St.  
Helens interests only after strenuous  
competition as the business has been  
in prospect for the last few months.  
Millen declares that 1914 will be an  
active period on the Willamette and  
Columbia rivers, and that the  
shipments will not be confined solely to  
the India exports.

The steamer is to be sent  
away with ties in April, the second is  
to sail in July, the third in August and  
the last in October. The ties will be  
cut before July, as after that time the  
mills cannot flume without difficulty.  
There are two shipments of cereals on  
route to St. Helens on tankers from  
Amsterdam that will be delivered be-  
fore the tie order is well started, and  
with patronage from Coast cities,  
where cross-docking and other com-  
plications are being eliminated, the com-  
pany will experience a lively season.

The order was secured by the St.  
Helens interests only after strenuous  
competition as the business has been  
in prospect for the last few months.  
Millen declares that 1914 will be an  
active period on the Willamette and  
Columbia rivers, and that the  
shipments will not be confined solely to  
the India exports.

PHILADELPHIA TARS HERE

Sailors at San Francisco Unable to  
Find Berths.

Alfred Rosen and J. Hansen, of the  
ship Philadelphia, found their way  
back to Portland yesterday from San  
Francisco, where they were discharged  
from the ship after putting into the  
Golden Gate with Captain Lawrence  
under the vessel and other conditions.  
The trio of sailors say that Captain  
Lawrence has been succeeded in com-  
mand by another skipper. They signed  
on the Philadelphia in Europe