

The Twice-a-Week
Roseburg Plaindealer
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Advertising Rates on Application.

According to some of the latest laws newspapers publishers may cause individuals who have a paper and refuse to pay for it to be arrested and fined. Under this ruling, also, anyone who allows his newspaper to run along for a time unattended and then orders it discontinued, or orders the publisher to stop it, or orders a special card to be published in the paper to the effect that the paper is to be discontinued, is liable to arrest and fine.

Clubbing Rate
We have arranged with a large number of papers and magazines for rates which will give to our subscribers two publications for a slight advance over the cost of the Plaindealer alone. Following is a partial list:
Twice-a-Week Plaindealer and the
Tribune Herald..... \$1.75
New York Tribune..... 1.75
Oregonian..... 1.50
S. P. Herald..... 1.50
S. P. Call..... 1.50
Rural Northwest..... 1.75

DECEMBER 9, 1901.
The whole country was pleased with Roosevelt's message.
After fifty years of talking about the Nicaragua Canal, the country at last appears to be ready to go to work building it.
The republican officers of the last House performed their duties so well that they were all re-elected without a republican opposition.

It is hinted that Aguinaldo has not been living up to his professions of loyalty to the U. S., which is not at all surprising in view of his record as an all-round traitor.
G. M. Short has retired from the Myrtle Point Enterprise, his growing practice as an attorney requiring his undivided attention. The Enterprise Publishing Co., J. C. Roberts editor and manager, will continue the publication of the paper and keep it up to its high standard of excellence.

Hon. H. R. Kincaid, editor of the Eugene Journal and an ardent supporter of Bryan in the late campaign says regarding the Presidents message President Roosevelt's first message was read in both houses of Congress last Tuesday. It is one of the longest and ablest ever delivered by any President.

A committee consisting of Judge J. R. Richards, of Boise, Idaho; H. W. Scott and C. W. Fulton, of Oregon; Geo. W. Ferguson, of Oregon; H. E. Helms, of Montana; and E. M. Hands of Vancouver, Washington, has been appointed to prepare resolutions to announce to the world the purpose and scope of the proposed Lewis & Clark celebration in Portland.

Congressman Fitzgerald, of N. Y., told the democratic House caucus: "We'll never win if we do not discard the heresy of free silver." Congressman Bell, of Texas, retorted by saying: "We can never win unless the men calling themselves democrats support the national platform of the party." We don't believe the democratic party can ever win again, anyway, if the people know it to well.

Gracie Van, Medford and Ashland were visited by a light snow-storm last week, the first of the season. The northern and eastern portion of the state was mantled in the beautiful snow at the same time, but usual not a single flake of the downy white fell at Roseburg or in this valley. Take it the year round there is not a city in the state that has a more equable and a more desirable climate than Roseburg. The Unquaga valley is indeed, the Italy of Oregon.

The Democratic Eugene Guard says: President Roosevelt is entitled to the special gratitude of Pacific Coast people by reason of his recommendation that the Chinese exclusion law, about to expire through limitation, be re-enacted. The Chinese is not wanted in this country, and while there is no difference in sentiment on this side, the east is careless and indifferent. It needed the recommendation of the chief executive to make sure of the eastern support necessary to re-enactment of the law.

UNJUSTLY CRITICISED.
The Marshfield Mail Gets after the Plaindealer and Judge Fullerton.

The Marshfield Mail very harshly criticizes the Plaindealer and our esteemed townsman, Hon. J. C. Fullerton in its issue of last Saturday. Just why we should be subjected to such criticism simply from the fact that we saw fit to reproduce a complimentary notice given an esteemed citizen of our town, by even a Democratic paper is not plain. It is a privilege we enjoy and a duty we owe our fellow townsmen to reproduce all complimentary mention of them by the state press, either Republican, Democratic, Populist or Socialist and the following complimentary notice is published in the Marshfield Mail, is unobjectionable, indirect and wholly uncalled for:
DEMOCRATS WILLING TO SELECT CANDIDATES.
The Oregon City Courier Herald Nov. 30, says "Some of Judge J.

C. Fullerton's admirers in this section of the state, are suggesting his name as a desirable candidate for the nomination of governor. Roseburg or Southern Oregon has never had a governor, and is entitled to recognition on the state ticket.
The Courier Herald is a Democratic paper, but the above, Fullerton's first mention for the governorship, is copied approvingly by the Roseburg Plaindealer, Republican. Now the question arises as to which ticket Fullerton desires to run on.
It has been supposed that he was a Republican but the Republicans are not in the habit of following the advice of the Democratic or Populist beyond making up the ticket.
The Plaindealer shows more concern when it also quotes the Mail in its endorsement of Hon. A. M. Crawford for the nomination for Attorney General. Crawford is to go to a Republican to be elected to go to the opposition for his first term. He can find support on either in his own party, and that's what counts."

POLITICAL GOSSIP.
Regarding Governor Geer's opponents for the nomination for Governor the Salem Independent says: The man who seems to be Governor Geer's most formidable opponent for the nomination is no less a personage than Hon. Henry E. Ankeny, the well-to-do mine owner of Southern Oregon. Southern Oregon will want something and State Treasurer Moore, who hails from the Southeastern part of the state, will not be in the way. We predict that the fight will be between Geer and Ankeny for the gubernatorial nomination.
Hon. A. M. Crawford, of Roseburg is mentioned as a probable candidate for the office of Attorney General on the Republican ticket. Mr. Crawford is a lawyer of ability and is in every way qualified to fill the office.
The Pendleton Tribune of Dec. 5, officially announced Hon. W. J. Furnish of Pendleton as a candidate for the nomination of Governor on the republican ticket. A large five double columned picture of Mr. Furnish headed the announcement.
The Coast Mail proposes the name of Hon. A. M. Crawford, of Roseburg as a candidate for attorney general.
—Florence West.

JOHN EMMETT DEAD.
Passing of Another Grand Old Pioneer Citizen.

Hon. John Emmett, a highly esteemed and prominent pioneer citizen of this county, died at his home in Coles Valley, Dec. 6, 1901, at the age of 76 years.
He was born in Northumberland, in the county of the same name, in the state of Pennsylvania, October 12, 1825. At the age of fourteen years his parents moved to Tazewell county, Ill., afterwards to Logan county, Indiana. He was married to Corinne Thompson, September 17, 1847. In 1852 settling in Coles Valley, he was one of the pioneers of this coast to leave their homes in the then far east, he crossed the plains with ox team and arrived in what is now Coles Valley, Douglas County, Oregon, on Oct. 21, 1852; he immediately located a station land claim upon which he lived continuously until his death. His wife still survives him.
From their union twelve children were born of whom eight survive him, they being: Hon. R. A. Emmett, Kincaid Farm, Ore.; Hon. J. F. Emmett, Carson City, Nev.; Mrs. Corina Jane C. Burns, Milton, Ore.; Mrs. Willie Ann Churchill, Elsie, E. Edward Everett, Rosalia, Myrtle, and Mrs. Killy Ruth VanPee, of Coles Valley.
"Uncle John," as he was familiarly called, was a descendant of the sturdy Colonial stock and was an intense American in the full sense of the term. His father was prominent in the politics of Indiana, and was county clerk of Logan county for 16 years successively, and his son, the subject of this sketch, while not a public speaker and not demonstrative, was always an active worker politically. He always worked with the republican party and in 1858 was elected state senator from his county and served until 1868. During his term he introduced several important measures which became laws and are in force at this time. He was one of the members of the first board of regents of the Oregon State Agricultural College and served in that capacity for nine years.
One of his sons, Hon. R. A. Emmett, was a member of the House at the last session of the Legislature; another son, J. F. Emmett, now United States Marshal of Nevada. He was a man of strict integrity, high moral principles and correct and prudent in all the affairs of life; his home was open to all and many will miss his generous hospitality and kindly words. His home was his altar and his care of those who were dependent upon him was his strongest wish. Among other acts was educating his children and assisting them to start upon their journey of life. He left a large amount of property which he had accumulated by steady industry and careful management. His words were always well weighed before uttering them and when a position was once taken by him on any matter he was always ready to clearly defend it, and his influence fell. His quiet and extremely moral and temperate life had its effect not only in shaping the future conduct and life of his children, but also the neighborhood in which he resided, and is closing these statements the following lines are apt:
"Life is real, life is earnest,
And the grave is not its goal;
"Dust thou art, to dust returnest"
Was not spoken of the soul.
Lives of great men all remind us,
We can make our lives sublime,
And departing leave behind us,
Footprints on the sand of time."
J. H. S.

A FATAL TRAIN WRECK.
Salem the Scene of the Terrible Disaster.
ENGINEER AND FIREMAN KILLED
W. H. White and S. L. Fish the Victims. Passengers Escaped Injury.
Within the city limits of Salem, at 4:35 p. m. Saturday, occurred the worst wreck experienced on a railroad in Marion county since the noted Lake Labadie disaster on November 12, 1890, and resulted in the death of Fireman S. L. Fish and Engineer Wm. White.
The northbound overland passenger train, No. 12, due in Salem at 4:34 was approaching the Southern Pacific passenger station, when, striking the switch about 500 feet south of the station and about 200 feet south of Mill creek, the engine jumped the track on the south side of the trestle, and plunged into the creek, the tender falling between the engine and the bridge, while the mail car and combination baggage and express car were thrown partly down the embankment, one end of each resting on the grade and bridge, respectively. The day coach immediately in the rear of the baggage car also left the track, and some of the other coaches left the rails, but none was turned over or even thrown on its side.
Engineer Wm. White, who has been on the road for 19 years, was caught in the rear of his engine, his left leg being jammed against the boiler head, where the unfortunate man was held for two hours, before he could be released.
Fireman Fish, who had attempted to save himself by jumping out of the cab of the engine, struck the end of the bridge, where he was caught under the end of the mail car and pinned down. After half hour's work with axes, in the hands of brakeman Charles Smith and several citizens, under the direction of Supt. J. L. Lambirth of the Salem Light, Power & Traction company, the unfortunate fireman was released. His left leg was mangled from the thigh down and he died profusely. His head, as he lay on the ground, was badly cut, the scalp being gashed in several places.
The unfortunate fireman was quickly removed to the Florence Sanatorium where every effort was made to save his life, but, though the injured limb and head were dressed, he lost strength rapidly, being unable to rally from the shock, and at 6:30 o'clock, two hours after the accident occurred, he died.
Meanwhile every effort was made to release the unfortunate engineer. Supt. L. R. Fields, who was on the wrecked train, in his special car, over-saw the work of saving the engine-driver, who was held in a vice of iron. The iron was finally got away, and the mangled man removed and taken to the Florence Sanatorium, where he was made as comfortable as possible.
Here again Supt. J. L. Lambirth gave great aid, and, had his advice been followed, the unfortunate engineer would have been released an hour sooner. Efforts were made to cut away the steel frame of the engine cab to release the engineer, but it could not be done. Mr. Lambirth suggested that Jack screws be used for the purpose of forcing a opening between the end of the tender, and the engine, between which two the unlucky engineer was held in a vice, and it was not until Supt. Fields arrived and approved the plan that this was done, when, in 10 minutes, the unfortunate engineer was released. Mr. Lambirth worked like a Trojan to release the injured man, and it was due to his efforts largely that Mr. White was taken out of the wreck alive and no worse injured than he was.
An examination showed that the engineer's left leg below the knee was literally broken to the bone, but otherwise he had suffered no injuries. However, the shock had been a terrible one, and he was in a precarious condition.
At 3 o'clock Sunday morning, the unfortunate engineer was reported to be sinking fast, and at 4:30 he passed peacefully away.
During the work of rescue every effort was made to ease the sufferings of the engineer. C. E. DeLashmitt, the station agent at Salem, who was at the station when the wreck occurred, was the first man on the engine, and he broke off the safety valve, thus allowing the steam to escape from the boiler. "A bucket of water had been formed to pour water on the fire in the firebox, but a quantity of wood had fallen against the door of the firebox, and the fire could not be reached. Mr. DeLashmitt climbed under the engine, and, removing the wood, opened the door, when it was a matter of but a few seconds to quench the flames and reduce the heat. This, coupled with the fact that the steam had been allowed to escape from the boiler, soon reduced the heat and the sufferings of the engineer."

ASK DRUGGIST FOR CATARRH
Ely's Cream Balm
MAY FEVER

THE CASE OF THE WRECK.
The wreck was caused by a half-open switch. Engineer White stated, after he was released from the engine, that he was running at the rate of thirty-five miles an hour when he saw that the switch was partially open. He promptly applied the brakes, and had reduced the speed to about twenty miles, when he struck the switch and the tender remaining on the main line, with the result that the track was torn up and the front portion of the train wrecked as stated above.
An examination of the switch, made last evening, showed the engineer's

story was correct. The switch was partially opened, and the padlock, which should have been attached to the switch-throw by a short chain, was missing. The last train using the switch was a freight going south, and it is thought possible that the brakeman whose duty it was to lock the switch had not done so. It is generally believed, however, that some tramp broke the lock, and partially opened the siding, for the sole purpose of wrecking the train, and a search is being made for the supposed miscreant.
The train was in charge of Conductor D. L. Houston, and Andrew Ford and Chas. Smith were the brakemen. Mr. Smith is well known in Salem, having been in charge of the yard engine in this city for a number of years. Mr. Ford was badly shaken up but not seriously hurt.
The track was torn up for about 200 feet south of the bridge, and the Albany local was unable to proceed south, and was, therefore, compelled to return to Portland, taking the passengers of the wrecked train north. About 7:30 o'clock two wrecking trains, one from each direction, arrived, and began the work of clearing away the wreck, and at an early hour Sunday the southbound overland which had been held, was able to proceed on its way south about 7 hours late.
The father of the unfortunate fireman came up from Portland on the evening of the wreck, arriving just in time to see his son die. The young fireman, Silas L. Fish, was but 22 years of age. He left a young wife, married the 17th of last March, the home being at 744 Brooklyn street, Portland. His parents and two brothers live in East Portland, all the men being in the railroad service.
Engineer William H. White's home is at the corner of East Third and Ash streets, Portland. He has long been in the employ of the Southern Pacific.
Mrs. White, wife of the unfortunate engineer, arrived on the overland train, and spent the night at the bedside of her injured husband.
The crew that was in the wreck took charge of the train at Roseburg and would have finished the run at Portland. Superintendent Fields and Chief Engineer Grandfield were in the superintendent's car, being on their way home from an inspection tour over the line.

HOW PASSENGERS ESCAPED.
The only thing that prevented the injury of many passengers was the fact that there was an empty coach between the baggage car and the first occupied passenger coach. That coach had been taken on at Albany for the accommodation of Salem passengers and was kept locked. It received the force of the con-

fusion between the baggage car and the forward occupied passenger coach and it was thrown high in the air and landed partly on one end and partly on its side and extending diagonally across the track. Had the well filled coach been thus thrown, many people would have been injured. The shock to the following cars was comparatively slight, though the passengers were much shaken up and frightened.

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Come and let us show you our large assortment and give you prices. Our aim is to give you good values and treat you right. Give us a trial.
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Correct styles
Swell effects
Just right for winter.
SWEET SET
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It is to your interest to watch the window for good things in Footwear.
Sorosis Shoe Parlor
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THE SHOE MAN

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