

THE BOLD BANDIT TAKEN

Man Who Held Up Train in Montana Captured.

OFFICER GETS THE DROP ON HIM.

Suspect's First Remark After Arrest Indicates Guilt—Sheriff Has All Along Believed Him to Be the Robber.

MISSOULA, Mont., Oct. 25.—Deputy Sheriff W. W. McCormick arrested near Bonita today a man believed to be the individual who, single-handed, held up the North Coast Limited passenger train and murdered Engineer Daniel O'Neil, near Bearmouth, yesterday morning. The man's size and general description answers to that of the robber. He gives the name of Alfred Vanhosen, and at times tries to talk with German accent and again uses plain English. He is of medium stature, has heavy shoulders and is slightly inclined to stoop and wore when arrested a grey suit of clothes and a peculiar little cap of blue color, and had two 45-caliber Colt's revolvers strapped to his person. The story of the capture is as follows:

"I received word shortly after noon that a man answering the description of the man seen at Gold Creek the evening previous to the robbery, and who has all along believed to have been the robber, was in the neighborhood of Bonita. I left Missoula on passenger train No. 4 at 3:40 p. m., and, arriving at Clinton, got off, and, being informed by the operator that a stranger riding in a red buggy had passed through Bonita headed for Clinton, I started up the road about, and, finding a good place, concealed myself in the brush at the side of the road and awaiting his coming. As he got near to me I covered him with my gun and ordered him to throw up his hands. He complied instantly, and I made him hold them up while he climbed out of the buggy and came to me, and then I relieved him of the two revolvers. When I first covered him and told him to throw up his hands, he said:

"I was in Drummond when the train arrived there after the robbery."

"I asked him how he knew I wanted him for robbery, but he refused to reply."

A light engine which had been ordered by the operator to follow along after the stanger arrived soon after McCormick had placed his man under arrest, and taking the officer and his prisoner aboard, ran to this city, arriving here at 5:30, and the suspect was placed in the county jail.

He acknowledges he was at Gold Creek the night previous to the hold up, and says he is a tie maker looking for employment and that he was en route to Missoula when he passed through Gold Creek. He explained his slowness in getting over the ground and his not being seen all day yesterday along the road from Gold Creek to Missoula by stating that he missed his road shortly after leaving Gold Creek, and wound up at garnet and had to retrace his steps. The officers discredit the man's story.

Drummer Has Two Grips Stolen.

Friday evening a personal valise and a sample case belonging to L. Cohn, of San Francisco, traveling salesman of the Inglenook Vineyard, were stolen from the S. P. depot in this city. The grips were taken from the McCallien House on the bus to the depot Friday evening by mistake, and left on the depot platform. When Mr. Cohn demanded his grips they could not be found, and when the porter was questioned he remembered that the grips were taken to the depot, when a search was made and the grips were still lost. It was decided they were stolen. Sunday morning the two grips were found by two boys in a small gulch north of this city on the property recently purchased by the Great Central Railroad Co. about a mile from the S. P. depot. Both grips had been broken open and rifled, but the thieves, on not finding valuables, had left them as found except the lock broken on the sample case and the leather of the personal grip cut from rim to rim on the sides.

Oakland News.

W. T. Kerley and family will spend the winter in Santa Cruz, Calif.

The school is making commendable progress under the efficient principalship of Prof. J. H. Cochran.

Mr. C. B. King, druggist of Yoncalla, will locate here and reside in the property vacated by W. T. Kerley.

The Collins hotel, under extensive repairs, will be ready for occupancy soon. We wish for Proprietor Collins the success a first-class hotel in a thriving town deserves.

Mrs. N. H. Bone, from near Oakland, recently had a superluous growth upon her wrist removed, and has placed herself under the care of Dr. Page.

The hens have formed a trust lately, and fresh-laid eggs have risen, and only about half enough are being produced to supply the demand, at 25 cents per dozen. Purchasers who complain at being charged 35 cents per dozen for fresh Oregon eggs are told that fresh eggs are 40 cents a dozen in Seattle and 45 cents in San Francisco, and are expected to feel consoled by this.—Oregonian.

A Portland minister has abandoned the pulpit to become a street car conductor. He will have the satisfaction of being able to refuse to take old pants buttons, lead slugs, etc., in lieu of nickels in his new job.

The latest is a real estate trust. Usually, however, real estate men can not be induced to trust each other sufficiently to go in together on a trust.—Ex.

An exchange says the festive old style bustles are coming to the front again. They should be kept in the rear by all means.

The man who thinks he is not prosperous is not a reader of papers.

England, alas, cannot punish her trusts by taking off her tariff.

GREAT CENTRAL RAILWAY COMPANY DRIVES FIRST NAIL AT ROSEBURG

The Occasion Attended with Appropriate Ceremonies—Speeches by Leading Officials of the Company and by Prominent Citizens.

On Thursday afternoon at 4 o'clock a goodly number of the business men and citizens assembled to witness the driving of the first nail in the buildings of the Great Central Railroad general office at Roseburg. It was a rather impromptu affair as few of our citizens knew about it. The major Kinney was in Portland. The new depot grounds are located north of town and at 4 p. m. Mr. Andrews called the meeting to order by raising the Star Spangled Banner and

celebrate in the most simple manner possible, the driving of the first nail in their executive buildings, which nail we will now drive.

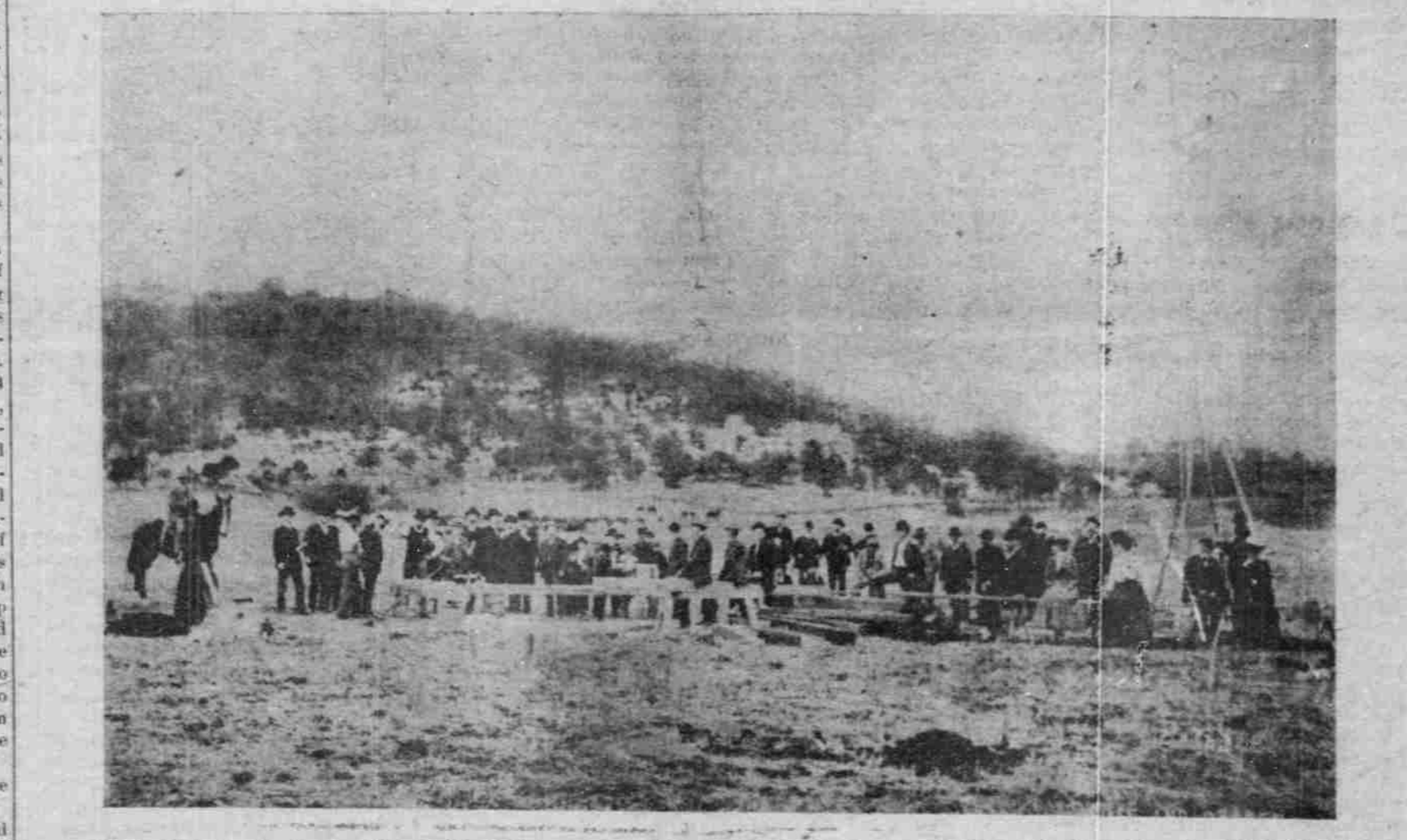
It is an old time custom, and one that is carried out to the present time, that upon the launching of a vessel on the mighty deep there is broken over its prow a bottle of clear and sparkling wine; and as this is one that is far greater, in my opinion and in the opinion of those who are identified with it, as they float the world over and fear no foe so the Great Central Railroad Company fears nothing and will never know failure. And we hope you will live to see the day in the near future when the iron horse will be coming around the bend, and you will all come down and take off your hats to the genius of the prime mover in this enterprise, the leader of indefatigable energy, hard strength, and skill, the man who never knew failure, Major I. D. Kinney.

SPRECKLES' INTERESTS BONDED

Confirmation of the Big Deal Embodying Railroad, Coal Mines, Wharves and Lands in Coos County.

SAN FRANCISCO, Oct. 24.—All the Spreckles Bros. interests in Coos county have been bonded by the Great Central Railroad Company and the sum named in the bonds is \$1,500,000. It includes the twenty-five miles of road now in operation between Marshfield and Myrtle Point, about 2000 acres of land,

GREAT CENTRAL RAILROAD COMPANY BEGINS WORK ON HEADQUARTERS BUILDINGS.



Driving the first spike after breaking a bottle of Champagne over the corner stone of Headquarters Building at Roseburg, Thursday, October 23, 1902.

then he introduced Mr. John Lamont who said:

MR. LAMONT'S SPEECH.

Ladies and Gentlemen:

For several months past a number of gentlemen have been here in this city in your beautiful city of Roseburg—and many of you have not known the object and purpose for which they came. Many of you have not even surmised, and probably do not know today, that

than any vessel that ever floated on the deep we will now break a bottle of wine over the nail.

At this same moment Mr. Schmidt broke a bottle of wine and the speaker continued.

Ladies and Gentlemen, we are assembled together this afternoon in a country that is known for its civilization, for its education, for its advancement, and for its constant improvement. There is

say that this community offers opportunities to an enterprise of this kind to be found nowhere else in Southern Oregon; while, on the other hand, this enterprise offers to the people here such opportunities as no other could. It is certain that all the encouragement we can give to these people in their work here helps them. We may not be able to give them very many dollars except in a roundabout way, but it is a thing well understood by anyone who has ever been in public life that a show of appreciation gives encouragement and aid, and we are glad that our people, by their presence here this afternoon, are giving such support to this enterprise.

As the work progresses those who are now doubtful will become satisfied that it is an assured success. I have never doubted it from the time Major Kinney landed in Portland and made his first trip down through this country, riding to Coos Bay last April through the mud and returning by a steamer, and said he was satisfied with the route, and that the undeveloped resources of the country were sufficient to justify the construction of the road. Nor does any doubt now exist in my mind but that the Great Central Railroad—not another but the Great Central Railroad—will within a reasonable time be operating its trains from Coos Bay through to Salt Lake City by way of Roseburg, making this one of the best interior towns in Oregon if not the very best. I believe we are so located that Roseburg is to be the most prosperous interior town of the State of Oregon.

At the conclusion of Judge Seilbrede's address Colonel J. D. Day was introduced and he said in substance:

MR. LAMONT'S CLOSING REMARKS.

Ladies and Gentlemen:

I wish to thank you, one and all, for the very kind expressions that have been made to the management of this enterprise, and I want to say to you further that all the gentle men connected with it have the most kindly feeling towards the people of Roseburg, who have given us the right hand of fellowship, who have treated us courteously and who can hardly do enough for us.

We are not asking for donations, rights of way or a great bonus; what we are getting through your country we are buying and paying for. When the time comes that this great enterprise, now in its infancy, shall have been completed you will be our guests at an occasion which will not be similar to this, but will be so much larger and more enthusiastic by reason of the increased growth of prosperity that you will have hundreds of people around a banquet board lauding the management of the Great Central Railroad.

Glendale News.

The wagon road to the Benton mine is almost completed.

Levi W. Jones, of Glendale, has received an increase of pension to \$20 a month.

The U. S. survey party report meeting four hunters on Red Mountain with thirteen deer.

Miss Helen Smith, of Roseburg, visited her brother, Thos. Smith, of this city, recently.

There are now stored in Portland warehouses \$1,000,000 worth of haps. This is only about one-fourth of the entire crop of the state.

There are now about 25 or 30 men employed in and about the Benton mine, some mining, some building road and some preparing winter quarters.

H. G. Sonnesson, wife and two children, departed Sunday for a three weeks absence to visit Mr. Sonnesson's parents and children in Coos, Nebraska. May their trip be a safe and pleasant one.

A crew of about 30 Japs under foreman Tolson are engaged between Glendale and Tule Lake, two miles west, platting the railroad track. It is the intention of the company to re-plate the entire track in this section, tangent as well as curves.

Mrs. Elizabeth Grayson, who was committed to the Insane Asylum by the Roseburg authorities was taken to Roseburg in the custody of O. F. Rohrer. The authorities at Roseburg gave her name as Wagner. In her last marriage it became Grayson.

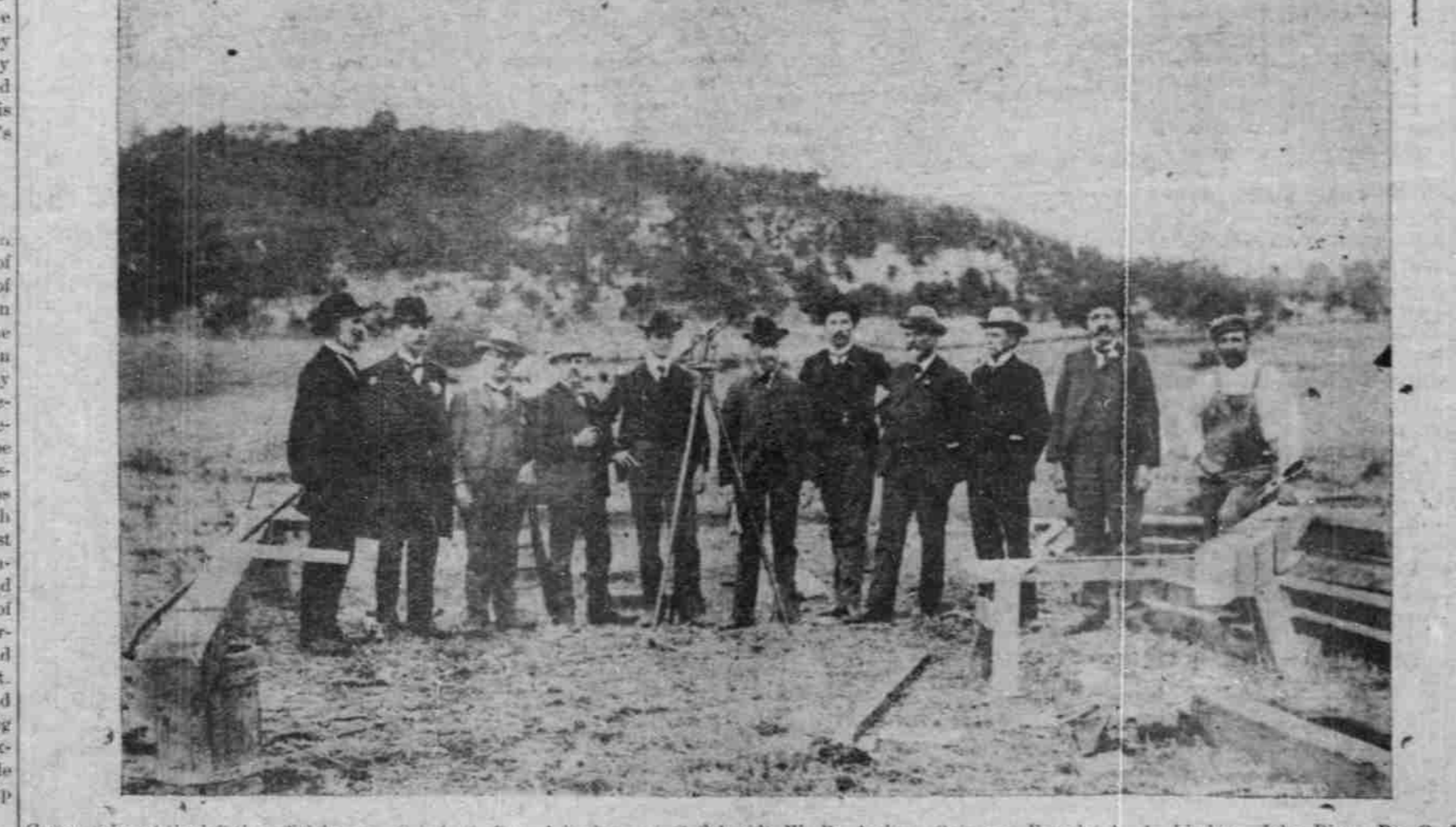
The plans of Rev. J. Edward Blair have been changed since last issue. Instead of engaging in Sunday school work he has accepted an invitation to supply the church at Enterprise, the county seat of Wallowa county. Mr. Blair will close his work here next Sunday.

The Glendale Lumber Company have just surveyed out the line for extension of their Y. V. line to its final terminus, a short distance from the railroad depot. Work on the new line will begin shortly. The ground upon which the planing mill and factory is to be built is being cleared of its stumps, logs and debris by fire. The site begins to assume a more open appearance. It is a very level piece of ground, making a fine and convenient location.—News.

Out of Death's Jaws.

"When death seemed very near from sun kisses away the mist of dawn." It is one of the finest views I have seen for many a day, and I commend the judgment of the people selecting it. If Life Pills save my life and give me perfect health, I best pills on earth and only 25c at A. C. Marsters drug store.

GREAT CENTRAL RAILROAD AND TOWNSITE OFFICIALS.



Commencing at the left the officials are: Col. J. G. Day, John Lamont, C. Schmidt, W. P. Andrews, Surveyor French, A. A. Lindsey, John Diers, Dr. C. W. Tower, Attorney C. A. Seilbrede, J. A. Shaban, Contractor Frank Clements.

one of the greatest enterprises for Southern Oregon, and particularly for Roseburg, is progressing towards a splendid fulfillment right in your midst now.

We have asked you this afternoon, as citizens and business men of this city, to come over here and join with us in driving the first nail in the Administration Building of the Great Central Railroad Company, and its allied corporations, to

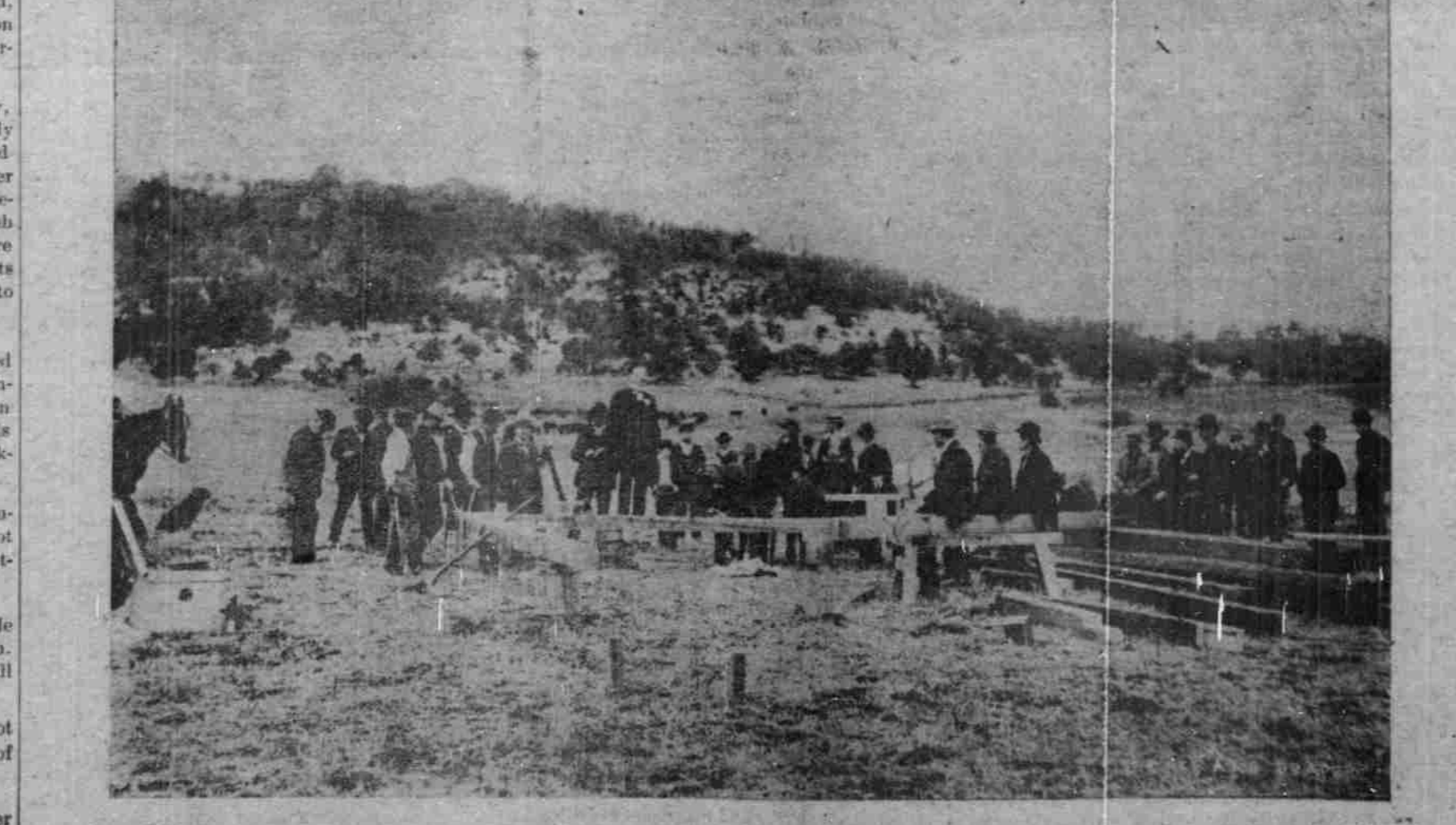
to face on the face of the earth that is a more subdued and progressive than the American people; and there is no country on the face of the earth that boasts to the breeze a banner that is as worthy of pride and as beautiful as this one that now floats over us—the stars and stripes of America. And this afternoon for these services we have raised the stars and stripes here, denoting that

something over two years ago in a conversation with Major Kinney about the enterprises in which he is now interested, I remember later on, something less than six months ago, receiving a postal card from him saying, "Looking over the propositions submitted, that submitted by you seems to be the best of

June and was asked if the road was actually going to be built, I said to them, "I believe it will," and I shall continue saying that until it is built, and until it is a realization in all its departments.

I am not here to throw bouquets to my own people, not even to those we might name who are best known for their enterprise and public spirit, but I do

INAUGURATION OF A GREAT ENTERPRISE



Mr. Lamont, of the Great Central Railroad Company, making the Opening Address, on this eventful occasion.

NOTICE

To Ranchers, Farmers, Horsemen.
If you have a horse with Ringbone
CURE IT.
As you can promptly do by using
Schnyder's Ringbone Cure.
Satisfaction Guaranteed
Or Money Refunded.
Cost of Cure \$5.00 per horse
Address all communications to the sole manufacturers,
Taylor's Specific Co.
Olalla, Douglas Co., Ore.