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The Editor of the PLAINDEALER has no intention of making a false statement reflecting upon the life or character of any person, officially or otherwise and any statement published in these columns will be cheerfully corrected if erroneous and brought to our attention by the aggrieved party or parties. Our intention is that every article published of a personal or political character shall be news matter of general interest and for the welfare of the State at large.

SEPTEMBER 7, 1903.

Another Force Alaska Boundary.

The commission composed, respectively of three members each, from Great Britain and the United States, have undertaken to settle the "Boundary Question" between Alaska and Canada. The commission sits in London and opened for business on September 3d.

This commission has undertaken to establish a boundary line that has been fixed and recognized for 78 years. The records in the case make a volume, or rather three volumes, with a total of 1100 pages. A brief statement of fact shows:

That in 1825 Russia and England fixed the boundary line by treaty, as running 3 marine leagues from, and parallel with the shore line, except when a range of mountains are parallel with the coast in that event, the summit of the range should be the line.

Under this treaty the United States purchased from Russia all the Alaska territory, subject to all treaties and rights thereto existing between Russia and England relating to boundaries, fur trade and seal and other fishing. England thereupon ratified with the United States the treaty made with Russia in 1825. The purchase of Alaska was perfected in 1867, the consideration paid by the United States for the territory being \$7,200,000. At the time of the purchase England ratified her Russian treaty of 1825 to the United States. In 1873 gold was discovered in Cassian, and Canada wanted an outlet to the sea, or rather an inlet from the sea, for Canadian goods going to the mines. For the first time since 1825, Canada then claimed a different boundary from the one she had at all times acquiesced.

But as the Cassian gold fields were of limited scope, and as there were no custom officials at the boundary line to collect duty on Canadian goods going into American territory, the matter received little notice.

It was not until after the discovery of the Klondike, or in 1898, that Canada made any claim to the coast line, or put any different construction on the treaty than that given it in 1825. Canada's contention is that the boundary line is a straight line, run from head land to head land. This giving Canada control of all inlets, bays and estuaries. The fickleness of this claim is apparent by the terms of the treaty of 1825, and the negotiations which preceded it. At that time the fur trade was the most valuable asset of the Russia possession and it was to protect that trade that Russia insisted on complete title to the coast line. This concession was granted by Great Britain, and the boundary established. In 1897 the Canadian post was established on the summit of White Pass and not until 1898 did Canada make any claim to Lynn Canal.

The United States has foolishly permitted the agitation of the British claim to result in the appointment of a commission, which is to hear all the evidence and pass on the case. The commission consists of three United States Commissioners with three ap-

pointed from Great Britain. Of course there will be no verdict, and the question (?) will remain open. The mistake our government made was in the recognition of a question, or subject matter of litigation. If Canada can establish a claim to territory settled against her 78 years ago, and ratified to an innocent purchase 43 years ago, what is the matter with England annulling the treaty of peace at the close of the Revolution and claiming all the United States. An Englishman's capacity is only limited by possibilities, there is no limit to his gall.

A WINGLESS ROOSTER.

Last year President Roosevelt refused to recognize Senator Joe Simon's choice for a position in the Oregon City Land Office, thus clipping one wing of Oregon's political rooster. Recently Mr. Roosevelt saw fit to refuse an appointment to the LaGrande Land Office an applicant chosen by the entire delegation, thus clipping, pretty close up, the other wing. Now each wing accuses the other for the loss of feathers. It is now up to the body of this rooster, supported upon two strong legs, to scratch a line of operations for itself, and we have the grit in our craw to do it wingless though we be.

Palo Alto Closed.

The immense farm known as "The Palo Alto Ranch," owned by the late Senator Leland Stanford, of California, has been closed as a farm and stock ranch. From the education of the royally bred race horse, the property will, in the future, be devoted exclusively to the educations of the young men and women for vocations in life. The very name suggests careful training. From this famous farm have come some of the world's greatest horses, bred and educated to the highest degree of perfection. If the same degree of proficiency is maintained by the Palo Alto students, as that reached by Palo Alto's horses, well indeed will the work of that grand old man have been done.

AMERICANS WILL BUILD CANAL.

Senator Cullom is Surprised at Action on Part of Colombian Senate.

A dispatch from San Francisco of recent date says: In an interesting interview upon National affairs United States Senator Cullom, who is now visiting this city, said:

"That a canal will be built is as certain as that two and two make four, and no doubt that broad-minded among the owners and officers of the railroads must realize that fact if the canal is not built at Panama; it will be built at Nicaragua. I, like many others, at first favored the latter route. Personally, I did so because at the time it looked as if this country could not get control of the Panama route. When I found the latter could be secured, I helped to get this country to decide in its favor for three reasons.

"First, it is the shortest route.
"Second, it is the straightest route.
"Third, it is the route nearest the sea level.

"Now that Colombia has rejected the treaty, what is to be done. Under the Spooner measure, if Colombia rejected the Panama Canal treaty, the President was authorized to select the Nicaragua Canal. Whether the President will do so at once is something I cannot tell. Probably he may think it advisable to pursue a policy of reasonable delay in order to wait further action by the Colombian Legislature. But I am not trying to predict what he will finally do in the matter.

"No, I have not thought of the likelihood of the State of Panama seceding from Colombia on account of the rejection of the treaty, and asking the United States to deal with it as an independent country in the

matter of a canal. It is a waste of time to speculate on such a proposition. The canal would mean much for Colombia, and on that account it is all the more of a surprise that there should have been such a unanimity on the part of the Colombian Senate in refusing to ratify the treaty.

"But this rejection only means a little delay to the realization of a canal. The people of this country have made up their minds to have a canal under American control and ownership, and they are going to have one in the near future. That the people out here favor a canal goes without saying, I should suppose. The canal will mean much for the development of the Pacific Coast."

In a talk on National politics Senator Cullom said that there was every indication that Roosevelt would be nominated unanimously and be elected. In his opinion a running wave for Roosevelt would come from the Middle West and Western states.

"I do not see why," continued the Senator, "A Pacific Coast man should not go on the ticket with Roosevelt. I've heard of one or two Californians mentioned for the place, also one or two from the Middle West states. But I am not predicting who will get the place. It will be an easy matter to get a good candidate.

On the democratic side they are at sea as to the best standard-bearer. Cleveland, Hill and Judge Parker have friends, so have Senator Gorman and Judge Olney. The name of W. R. Hearst appears to be growing in favorable mention. He certainly has made a good success as a newspaper owner and editor, and shown marked qualities of ability and energy. But then I am on the other side of the house, and can only be a spectator as to what my democratic friends may do.

U. S. Firm for Canal.

WASHINGTON, Sept. 3.—Additional instructions have been cabled to Beupre, the American Minister at Bogota reiterating the position of this government regarding the canal treaty. The State Department assumes entire responsibility for every representation of Beupre to the Bogota government concerning the treaty, and his activity in this direction is heartily indorsed by the President and Secretary Hay.

Minister Beupre's latest instructions advise him that President Roosevelt will not enter into any engagement with the Colombian government which will hamper his scope of action under the canal law. The government will not indicate what the course of action will be in the event the treaty is rejected.

Dr. Herran, the Colombian Charge, will be asked as to the truth of his reported criticism of Minister Beupre's activity at Bogota. The alleged criticism by Mr. Herran was not well received at the State Department.

President Brock, of the Tonopah Company, is authority for the statement that a merger of nearly all the mining companies now operating in this district is about to be effected. The plan is nearing completion in Philadelphia. The merger is to be known as the Jim Butler Company. The consolidation of the Gold Hill, Fraction and Tonopah City companies is contemplated. The personnel of the new company will comprise nearly all of the prominent members of the Tonopah Mining Company.

An Iowa baseball-player has turned preacher. It will keep him busy repenting for the bases he stole and the many fouls which he knocked about so ruthlessly.—Portland Telegram.

This reformed baseball player has probably heard of Secretary Hitchcock's preference for ministerial-political advice, and wants to place himself in line for a consultation.

Forest Supervisors Record Trip.

S. C. Bartrum Forest Supervisor for the Southern Division of the Cas-

cade Range and Ashland Forest Reserves, has just completed a trip through his entire division, from the California line to the McKenzie River. This constitutes the territory of the Cascade Reserve which is under Mr. Bartrum's supervision. This trip was made for the purposes of ascertaining actual conditions, as nearly as practicable, relative to the grazing possibilities of this large reserve.

The grazing of live stock within the Forest Reserve limits are of very great importance to the stock interest of the State of Oregon. From Mr. Bartrum's examinations he finds the live stock, which are being grazed within the reserve limits, in first class conditions. The number of cattle and horses being grazed within Mr. Bartrum's division is approximately 7000, while the sheep number about 103,000. There is at present very little danger of forest fires within the reserve, owing to the very efficient system of patrolling the reserve under the management of the supervisor. The greatest care has been exercised in selecting a corps of rangers, who, although they have been assigned districts far too large, have nevertheless done their work in the most satisfactory manner. The entire division has been sub-divided by Mr. Bartrum into three sub-division, over

Ledge and the English syndicate that owns the Keswick, Cal., mines is about consummated. It is known that the experts of the syndicate who have been inspecting the mine, reported very favorably, and Dr. Reddy hinted to some of his friends just before leaving for Crescent City that the Englishmen would soon begin developing the property. The local men who own claims in that district are doing a great deal of work on them, and are very much encouraged at the outlook.

A Terrible Accident at Marshfield.

MARSHFIELD, Or., Sept. 4.—A terrible accident occurred this morning at 6:30 o'clock at the station of the Daniels Creek Logging railroad. Mrs. W. C. Bickford, and Mrs. O. E. Gibson were crushed to death by a train.

A train was loaded with logs and the women boarded it, apparently intending to leave for some destination down the creek.

As the train started slowly the women came out of the car on to the platform and tried to get on the truck further back. Here they both lost their balance and fell to the track below.

The first wheel of the next truck passed over their writhing bodies and the next stopped directly on them. Both were instantly killed.

Mrs. Bickford was the wife of the engineer of the train. No blame is attached to any one.

About Prescriptions

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ROSEBURG, ORE.

Near Depot.

each of which there is in charge a ranger of the second class. There is also one ranger of the first class—Mr. A. S. Ireland whose duty it is, to supervise the entire division in the absence of their Supervisor, and also at all times to act as assistant to the Supervisor.

The entire absence of smoke from the atmosphere this season is an evidence of the good work of the Forest Reserve service, and is duly appreciated by the people of Southern Oregon.

Residents within the reserve limits all seem to be in comfortable and thriving circumstances. There has been some antagonism heretofore, by those residing within the reserve, but this is being rapidly dispelled as the people become better advised of their privileges by the rangers, and become more familiar with the working of the reserve system. They are now taking more advantage of the privileges granted to them by the department.

English to Work Mines.

While there are no particulars obtainable regarding the mines in the copper district, in Jackson county, says a recent dispatch, still there have been a number of transfers of claims made in the Blue Ledge country which indicate big developments. Dr. Reddy has again gone to Crescent City and it is reported that a deal between the owners of the Blue

A. R. Matoon and Dave Crosby, of Riddle, are in town today.

Mrs. E. M. Cheadle has gone to Hillsboro to visit her parents and attend their golden wedding anniversary.

Fall models in Kuppenheimer clothes for men now ready. There's nothing at other stores that can be compared with 'em. Josephson's, high-grade clothiers.

Miss May Allen, of Salem passed through Roseburg Friday evening enroute to Greenback, where she will teach this winter.

The PLAINDEALER is indebted to Prof. J. H. Robinett for a very able write-up of the Teachers Institute held in Roseburg last week. The article appears in this issue.

Hobson, "the kisser," is going to marry Ruth Bryan, daughter of William J. Bryan. This should put Miss Bryan in a very exclusive set, as Capt. Hobson is reported to have kissed a half million American beauties before making a choice.

Governor John Sparks, owner of the Alamo Stock farm at Reno, Nevada, will exhibit some of Hereford cattle at the State Fair of Oregon. These cattle have a national reputation and are prize winners in the choicest collections.

The Millinery Opening of Mrs. C. H. Davis is of importance to the ladies of Roseburg. Her goods are all new and up-to-date. Mrs. Davis is a practical milliner directly from Sioux City, Iowa, and is especially prepared to adorn the beauty of the ladies of this county.