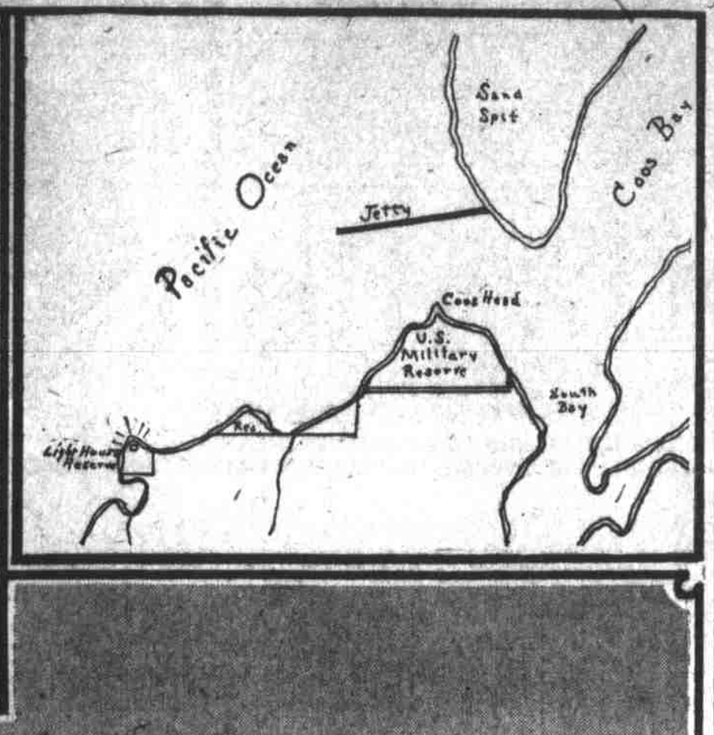
JOURNAL'S NORTHWEST NEWS

ROUNDUP OF THE WEEK IN STATES OF PACIFIC SLOPE

CURRENT EVENTS DEVELOPMENT AND GENERAL PROGRESS

Rock Formations Make Coos Head the Gibraltar of Southwestern Oregon

ENTRANCE OF COOS BAY WHERE FORTIFICATION WILL BE BUILT.



EXTENSION OF ROCK PLATEAU OF GOV. RESERVE SHOWING ARAGO LIGHT HOUSE.

GOVERNMENT WILL PROBABLY FORTIFY COOS BAY HARBOR

Growing Importance of "The Midway" Seaport Makes Protection a Prime Necessity.

Coos Bay, Or., Nov. 21—Unprotected from a military standpoint for years, the harbor at Coos Bay, on the southern Oregon coast, is to be fortified and the dream of the people of this locality, to see a battery stand guard at Coos Head, the high promontary at the entrance of the bay, is to be realized. The government is to construct the fortifications, which will be manned by an artillery company of the Oregon national guard.

Sometime ago the war department made the proposition to the Pacific coast states to establish fortifications at unprotected points where a battery of the national guard could be organized. With this plan in view General Finzer recently visited Coos Bay. He found ideal conditions both for making the fortifications and for the organization of a battery of state artillery.

Coos Bay occupies an important stagetic position. It is situated 180 miles south of Astoria and 400 miles north of San Francisco. It has the only coal supply in any quantity on the Pacific coast, south of Puget sound. The entrance presents an ideal location for a fort. The government has a land reserve of about 220 acres in the vicinity. On the north side of the bar is a low sand spit on which is located the life saving station, and the government works used in constructing the jetty.

South of the entrance to the bay is Coos Head. This is a point which forms the south side of the harbor entrance and which is the beginning of a long rock plateau extending for some distance down the coast. The government owns Coos Head and the adjoining land. It is a natural fort. High above the water, it affords a view of the ocean for miles, and guns located on these rocks would command a wide scope. A reef of small rocks bordering the coast and in the water serves to make the place impossible to reach excepting by crossing the bar.

While the fortifications could never be reached from the ocean, they would be easy of access once inside the bar. From a point on the lower bay it is only a gradual climb for a body of men to reach this miniature Gibraltar.

The fortification and local artillery company would result in several advantages to this locality. They would give Coos Bay more prestige as a seaport; the battery of artillery would give the young men of the Coos Bay country a military training; an armory would be built and regular army officers would train the recruits. The state would provide the armory building and a site for it would probably be donated by the local people.

The organization would be of great advantage in case of riots or other local disturbance. Coos Bay is at present without any state militia protection. Should assistance of that kind be needed it would be necessary to transport them 60 miles over rough mountain roads from Roseburg or by boat from Portland, an undertaking expensive and almost too slow to be effective.

Major E. V. Hoover, The City of Roses' Capable Executive

PROSPERITY REIGNS SUPREME

ALL LINES OF BUSINESS ARE ALIVE IN POLK

Mills and Factories Are Running Full Blast—The Farmer Smiles.

(Special Northwest Correspondence.)

Dallas, Or., Nov. 21.—In marked contrast to the period of quiet just preceding the national election is the spirit of industry now prevailing in all lines of manufactures and trade in Polk county. On all sides is the cry for more laborers to meet the demands of the mills and factories. Merchants report a brisk trade, farmers are busy planting their crops, and a spirit of prosperity abides with all.

In Dallas the macadam work on the principal business streets of the city is almost completed. Eight blocks have been placed in excellent shape, and in the spring the work will be resumed. The contractors in charge of the new sewer system for Dallas will have completed their work by December 10, at which time over five miles of sewer will be laid in the city.

The sawmill plants of the Willamette Valley Lumber company and Spalding Logging company are in full operation, the output finding a ready market. The sawmill plant of the Falls City Lumber company is running day and night. At Black Rock, two miles west of Falls City, are located the sawmill plants of the Cone Lumber company and the Polk County Lumber company. These mills are located in virgin timber of excellent quality and are shipping as fast as cars can be procured.

Land holders in Polk county are cutting their large holdings into smaller tracts and are finding a ready sale Many small fruit farms are in existence where before the land was used for grain and pasturage.

RESIDENTS OF UMATILLA ARE WELL PLEASED

General Conditions Show a Decided Improvement Over Last Year.

(Special Northwest Correspondence.)

Pendleton, Nov. 21.—Contrasted with conditions of the last year, business conditions in Pendleton and Umatilla are very satisfactory, although there is practically no change in the conditions immediately before the election.

Woolgrowers feel good over the result of the election and are now devoting their energies to prevent any revision of the tariff on that commodity at the coming session of congress. The farmers are all satisfied, the more so because of splendid weather conditions as the result of which the grain of the county is generally in fine shape.

The committee in charge of the woolen mill proposition, which is being financed by local people, is meeting with good support.

Merchants, generally, are pleased with business, although during the weeks just preceding election and the two weeks following the city's trade was considerably less than usual. This is accounted for by the fact that shortly prior to the election all business was greater than ever before in the city's history.

There are practically no idle men in the city, and the announcement of the new O. R. & N. depot and the track changes in the local yards, at a total expenditure of $40,000, insure a good demand for workers during the first months of next year.

During the past month the farmers of the county have all been busy seeding, and practically every acre of grain for next year is now in the ground.

JOSEPHINE IS ENTERING ERA OF PROGRESS

Heavy Building Work Is Resumed; Industries Plan to Enlarge.

(Special Northwest Correspondence.)

Grants Pass, Or., Nov. 21.—The bettering of conditions in Grants Pass and Josephine county, since the election, is manifested principally in the lumbering and mining industries, these being the principal industries of the county. The several lumber mills find a better market for their product, and a better price for the lumber. About 16,000,000 feet of lumber was sawed by the mills here this summer, nearly all of which has been hauled to the central yards in this city. The placing of this upon the market will have a stimulating effect on local trade.

The raise in value of mining securities and stocks has been a boon to mining companies operating in this district, as the disposal of large blocks of stock will make it possible for them to continue development and operation. A specific instance of this is that of the Almeda Mining company, which is placing a 100-ton smelter on its properties on Rogue river, and this past week made plans to install a huge power plant. The Golden Drift Mining company, American Gold Fields company and others that depend upon eastern capital, and which have been idle for the past 14 months, are preparing to resume work.

The Rogue River Valley & Western Railway company, which proposes to build an electric line from Grants Pass to Illinois valley, and which was at a standstill during the summer, because of the rise in stocks, is now able to make preliminary arrangements for the beginning of construction work on the road.

Real Estate Booming.

In the line of fruit land and orchard buying, real estate men report a number of sales since election, and which were held up awaiting results. An upward trend in prices is also reported.

In the matter of building and general improvement, the election has had practically no effect, as nearly all of this was well under way long before election occurred. Business men report an increase of trade during the past few weeks, but this is usual at this time of year, the arrival of the wet season and the starting up of the placer mines always tending to stimulate local trade.

Since the completion of the government trail and bridges on lower Rogue river, traffic and travel to the remote districts of northwestern Josephine and northern Curry county have increased fully 50 per cent. Prospectors, timbermen, ranchers and homeseekers are going into that part of Oregon by the score, and the region of Oregon which has long been neglected, will enjoy a rapid development this coming year.

In order to accommodate the increased travel and traffic into that district, the light draft steamer plying between Gold Beach and the mouth of the Illinois, has doubled the number of trips formerly made.

TALK OF DEEPENING OF MISSOURI AND YELLOWSTONE RIVERS BRINGS SMILES FROM OLD-TIME MONTANANS

(Special Dispatch to The Journal.)

Billings, Mont., Nov. 21.—The fact that W. A. Campbell, representing the rivers and harbors committee of congress, is in the city for the purpose of gathering data on the amount of traffic which would come from this section of Montana in event the Yellowstone and Missouri rivers should be deepened in order that steamers might ply upon them, has called forth comments from some of the old-timers who were acquainted with that mode of travel and traffic in the bygone days of Billings and old Coulson.

For several years prior to the advent of the Northern Pacific railroad steamboats which carried both freight and passengers made regular trips up the two rivers during certain seasons of the year.

"The boats were all light draught," said H. A. Frith today, "but even then the voyages were no snaps. I remember when I came up the river on one of these boats as a member of a company of soldiers. In order to lessen the load we carried no more fuel than was absolutely necessary and when our supply ran short the boat tied up to the bank and all of us got off and rustled wood, which was used to fire the engines.

"When we came to a shallow place the whole bunch of us assisted in getting the boat over it by means of ropes. Every steamer had on board as part of its equipment a dinky engine, and when the shallows or rapids were encountered the dinky, or 'nigger,' engine pulled us over by means of ropes which were attached from it to a tree on the bank. We got over the rapids this side of Glendive in that manner.

"Huntley was a busy place in those days, and on many occasions the freight would be piled along the river bank a quarter of a mile. It was necessary to lay in a 12 months' supply of all sorts of merchandise, as the boats could come up with full loads only in June and July, when the river was at flood height."

The Yellowstone does not carry the volume of water that it did in the old days, as much of it is now taken out for irrigation purposes. Citizens are inclined to look upon the navigation proposition at this time with considerable doubt.

Oregon contains an area almost as large as the state of Ohio untraversed by a single mile of railroad. The water resources of this region, which is largely devoted to stock raising, are to be investigated by experts of the nation and state working together.

DOUBLE-TIME WORK ON THE NORTHERN PACIFIC EXTENSION

New Line to Serve Productive Idaho Valley Which Has Been Without Facilities.

(Special Northwest Correspondence.)

Culdesac, Idaho, Nov. 21.—Two gangs of men, working day and night shifts, are rushing the work of ballasting the Northern Pacific line, now in course of construction from this point to Grangeville. The citizens of that city are very enthusiastic over the advent of the new road, as it will offer a much better outlet for the extensive produce of the far-reaching, productive valleys tributary to Grangeville, that heretofore have been shipped after a long haul over the road along the Clearwater river.

Stock shippers will especially appreciate the improved means of transportation as both cattle and hogs, of which many thousands are raised in this country, shrink materially with the long cross-country drives to railroad shipping points, to say nothing of the valuable time consumed by both men and horses on the trip. If the grading is completed before the heavy storms set in, it is expected that not more than two weeks will be required to put the road in operation.

Vollmer Yards Congested.

Vollmer, Idaho, Nov. 21.—The congested condition of freight traffic at this point will, if it continues, necessitate the increase of both yard and storage facilities. Although Vollmer is yet a young town, it is fast becoming an important shipping point.

The export of wheat alone will probably be larger this year than from any other town in the country. The wonderful fertility of the soil has produced such crops that the attention of many well-to-do farmers in Washington and Oregon has been directed here and a substantial increase in the acreage of tilled land is assured.

Several thousand tons of high-grade timothy hay will be shipped from here for the consumption of the coast cities, while the export of wheat, barley, oats and flax will reach fully 1,500,000 bushels.

Cattle for Big Markets.

Arrow, Idaho, Nov. 21.—Twenty-five carloads of cattle have passed through here during the past week en route for Montana, where, together with other cattle from northern Idaho and eastern Washington, they will be put in condition for the Chicago market.

The bulk of these cattle are being shipped to the Big Hole Basin, where feed and water are plentiful, the conditions for fattening stock especially favorable and shipping facilities unusually good.

It is understood that Bales and Jones of Lewiston have already shipped over 2,000 head and that they expect to have at least 4,000 head in the basin during the winter.

Reports from that section state that over 20,000 head of stock will winter in Big Hole; will be put in condition for the market, and will be shipped out early in the spring, consigned to Chicago and other eastern cities, as well as Seattle and points on Puget sound.

It is stated by beef experts that the stock raised in the northern districts is superior in quality and stands the long railroad shipment better than that which is raised in the southern states.

Starves For Three Days and Nights in The Devil's Canyon

(Special Dispatch to The Journal.)

Bay City, Or., Nov. 21.—News has just reached here of the miraculous escape from death of William C. Hart, while hunting, in Devil's canyon. In company with two boys, Hart started up Helen's river last week on a bear and deer hunt. In following the trail of a bear he became separated from the boys. He succeeded in shooting the animal, which fell over the edge of a bluff into the canyon. Hart became lost in the dense timber, and was three days and nights without food. He finally managed to reach Foley, in such a weakened condition that he was hardly able to stand.

New Industry at Cashmere.

(Special Dispatch to The Journal.)

Cashmere, Wash., Nov. 21.—An extensive lumber mill and box factory are to be built here this winter. The Mission Creek district is well supplied with timber and it is now estimated that there is sufficient in sight to keep the big mill running for from six to ten years. Logging will commence early in the spring so as to have a good supply on hand to keep the mill busy during the coming summer and fall.

HUGE IRRIGATION PROJECT ASSURES COUNTRY'S FUTURE

Visitors Are Impressed With Wonderful Possibilities of the Kennewick Country.

(Special Northwest Correspondence.)

North Yakima, Wash., Nov. 21.—The country around Kennewick promises to become one of the great sections of the Yakima valley. A party of North Yakima people which has just investigated that section looks for great development there in the near future. The assets of the place are summed up as follows: Five thousand acres of the most productive and sightly land in the valley, four railroads, a waterway to the Pacific and plenty of fresh air and sunshine. It is the opinion of the party that these things will make Kennewick the most talked of little city in the state within a couple of years. Concerning the country one of the party says:

Wonderful Future in Store.

"There are few localities in the state that have been left undeveloped as long as the Kennewick country has. True, they have farmed and raised fine fruit there for some time but the larger possibilities appear to have been overlooked by the townspeople as well as by people from nearby communities. Kennewick is now beginning to realize that it will some day become a city numbering among the important and progressive cities of the northwest.

"The project of the Northern Pacific irrigation country is one that will undoubtedly bring many hundreds of people to the west and when people come they will stay if they are shown some of the land. No man can see the country and not be impressed. Miles of level land with a view unsurpassed greet the eye as soon as one climbs the hill and looks over the holdings of the company. The pipe line from the canal which is to convey water for irrigation purposes is just now being laid. Fifty men are employed on the job.

1,000 Acres on the Market.

"Only 1,000 acres of this tract will be on the market this year. Much of this has already been engaged by investors and home builders who will move on to the land as soon as water is provided and that will not be long. I believe there is not 10 acres of land in the 5,000 owned by the company that can not be used for fruit growing purposes.

"The tract is all above the frost line. This is of great importance as any grower knows. The frost line has not yet reached the Highland ditch and the land of the company is 200 feet above that.

"Water of unlimited quantities can be obtained from the canal, the source of which is the Yakima river. The company is installing a complete pumping plant.

"It expects to spend thousands of dollars arranging its water system and when it is completed there will be nothing left undone to insure the people who live on the land a perpetual supply of water.

"Grapes, berries of all kinds and all the smaller fruits are now raised in large quantities on the lowlands and when the 'highlands' are ready for settlement and cultivation the crop will be enormous and regular because of the altitude."

POWER OF STREAMS MAY BE HARNESSED BY NEW INVENTION

Water Power Motor Stands Severe Tests at River Demonstration at White Bluffs.

(Special Northwest Correspondence.)

White Bluffs, Wash., Nov. 21.—It is believed by those who have witnessed the tests that the invention of a Montana man effectually solves the problem of harnessing the ordinary river currents for power purposes in irrigation. A dozen of the prominent men of White Bluffs were invited by the inventor to witness the tests of his machine on the river. The demonstration proves beyond all question of doubt that he has succeeded in securing enormous power from a slow running current.

The motor is an augur-shaped wheel, seven feet in diameter and 30 feet long. It rests in a trough with a flaring mouth. As the water of the river current passes through the trough it forces the wheel to revolve, and the suction of the water after it has passed the augur adds to the velocity of the wheel.

Enormous Power Developed.

At the demonstration, the inventor turned in an eight-inch head of water, in a 20-foot standpipe erected over his boat. To the standpipe were attached crude pumps. When the small head of water struck the wheel it forced a gushing stream out of the top of the standpipe. When 28 inches was allowed to flow through the trough, for a second or two, the water rose to a height of twenty feet above the top of the pipe. More water was turned in, and the pumps broke in their efforts to respond to the force of the wheel.

Brakes attached to the augur-shaped wheel had no apparent effect on it. What power the machine will develop when the full head of 84 inches is turned on, neither the inventor nor the engineers present at the tests could estimate.

Sells Property to Invest.

Mr. Morrison, the inventor of the water-current motor, is the owner of extensive sheep interests in Montana, and after his experiments here with his new machine, he immediately left for his former home to dispose of his ranches and stock in order to invest his capital in water motors.

The machine can be constructed for a couple of hundred dollars, and its initial expense is the only outlay required. It is believed by men interested in the Columbia river country that Morrison has found the solution to a mechanical puzzle which has racked the brain of inventors for ages. To the machine can be attached electric motors, and all the pumping for irrigation purpose, lights for the homes, and all work requiring power can be furnished for practically nothing.

The point at which the tests have been made show the current of the river to be from two to eight miles per hour. People along the river are deeply interested as a result of the development of the machine.

The government of Natal has returned to the use of creosoted ties for its railroads, after experimenting with hard wood for 10 years. The former are found to be more easily handled and to be serviceable on sidings after removal from main lines, while hardwood ties may be used but once.

CURRY COUNTY—A LAND OF PROMISE LYING DORMANT BECAUSE OF LACK OF ANY TRANSPORTATION FACILITIES

(Special Northwest Correspondence.)

Gold Beach, Or., Nov. 21.—It is doubtful if there is another place in the world with as many natural resources lying undeveloped as Curry county, Midway between the great commercial centers of San Francisco and Portland; no boats from either place ever land at her wharves; no communication with the outside world, except by the primitive stage, 100 miles to Roseburg, or 65 to Crescent City.

The south end of the county does its shipping from the latter place, the north end from Bandon. Gold Beach and Port Orford have to depend on the little gasoline schooners that ply between here and Marshfield, carrying freight for R. D. Hume who controls the fishing industry of the country.

To those in Curry it makes but little difference who is elected president or whether there is any president at all. To paraphrase: Presidents may come and presidents may go, but Curry is shut out forever.

The ranchers sell their butter in the summer, when the roads are passable to haul it out. They sell their wool when the price is right, and when it isn't they don't sell. For the Curry county rancher is an independent chap—he doesn't have to sell unless he is ready.

Five thousand head of sheep and over 1,000 head of cattle were driven out of here this summer, mostly to Roseburg—they could take themselves to market.

The cows go unmilked for four or five months of the year. The fruits lie unpicked on the ground. The timber stands untouched. The ore lies on the dump. The hogs run wild in the woods. The fields are untilled. Yet, the people of Curry are not a lazy people—they would, as soon milk a cow as to lose a dollar at draw poker. But, what is the use when they can't sell the milk?

A few thousand dollars would build a jetty at the mouth of Rogue river that would make it safe for vessels of eight or 10 feet draft. But, until Curry has an outlet, the sultan of "Dahomy" has as much to do with the regulating of prices as with the election of a president.

Paddy Rogers, a Butte Criminal, on the "Inside Lookin' Out"

GEO. DREIBELBIS. MARTIN DREIBELBIS. CHAS DREIBELBIS. LON DREIBELBIS.

The Men Who Caught Butte's "Bad" Man.

Butte, Mont., Nov. 21.—Languishing in the Silver Bow county jail, the picture of abject despair and misery, lies Paddy Rodgers, the pioneer criminal of all of Butte's baddest men.

After defying the police and the sheriff's office for the past ten years, he has been completely humiliated, his pride absolutely crushed by being beaten over the head with his own sixshooter by a burly United States deputy marshal from Alaska, who hammered the young outlaw into submission, when he caught him in an attempted burglary, and then bundled the thug into the patrol wagon.

About a week ago Charles and George Dreibelbis, both United States deputy marshals in Alaska, came to Butte to pay a visit to their two brothers here, Martin and Lou Dreibelbis. The third day after their arrival in Butte the two Alaskans congregated in the rear of the drug store for a little chat with their brother Martin and a friend of his, Professor H. A. Amereaux, a local teacher of music, shortly after the store had closed for the night. The men had hardly been seated when the lock on the front door was heard to click. Martin Dreibelbis, thinking some patron of the store sought admission, proceeded to the front. He was met by two masked bandits with a command of "hands up." Though one of the robbers' guns was poked into his face, he yelled to his brothers in the rear of the store to get a gun lying on the counter.

Rodgers endeavored to cover the two marshals with his gun, but the barrel was so long that the quick eye of George Dreibelbis saw that he was out of its sweep, and like a cat hurled himself upon the desperado. In the struggle that followed George secured hold of Rodgers' weapon, and wresting it from him, beat the outlaw's head practically into a pulp. Charles Dreibelbis in the meantime had found the gun called for by Martin, and with that he blazed away at Barret, the weapon refusing to work after one shot had been fired from it.

That one shot, however, was enough to put Barrett to precipitate flight.

Rodgers has been arrested dozens of times in connection with a score or more of exceptionally daring saloon holdups, in one of which 18 men were compelled to line up against the wall and have their pockets rifled. As many as four of these saloon holdups were pulled off in a single night last winter, and the officers were at their wits' end to capture Rodgers.

A year ago Rodgers killed an enfeebled old man, named Tom Burke, in Kane's saloon on North Main, but was acquitted on a plea of self-defense after a trial that occasioned statewide interest.

Rodgers and Barrett were arrested two months ago in connection with the cowardly murder of Mike Haney during a holdup of a dozen men in the Butte road saloon on North Main street. Haney was killed in his tracks, apparently just to impress the other victims in the holdup.

Rodgers has impoverished his family, his aged mother each time coming to his defense with all the funds at her command.