

THE COURIER.

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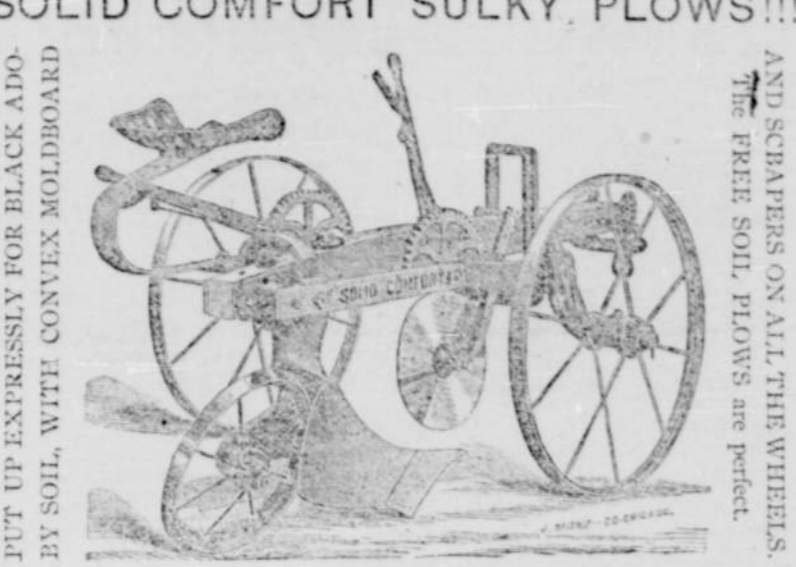
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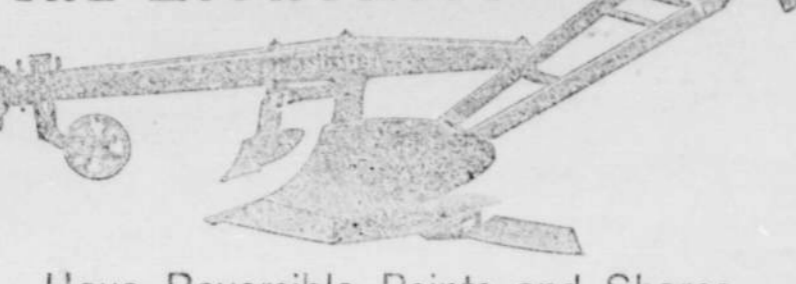
Rogue River Courier.

An Independent Paper, Devoted Especially to the Interests of Southern Oregon.
VOL. 3. GRANT'S PASS, JOSEPHINE COUNTY, OR., FRIDAY MAY 6, 1887. NO. 6.

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Special Correspondence to the Courier. LETTER FROM LAKEVIEW. Truant Spring - Visited by "Storm Center" - A National Rumor - New Reduce the Surplus - Visitors from Grants Pass - Other Personalities - Lakeview's Future - The Howey Assault Case - Mr. Wm Jennings - Inter-State Commerce Bill - A Query - Arrival of Freight - Personal Items - The Elite Improvements - The Courier in Lakeview, &c.

ED. COURIER - Some weeks ago I informed your readers that gentle spring was here; but during the first part of last week I was constrained to change my opinion. It seems to me now, that if we are to have any spring this year it will have to be postponed until next summer. We are now past the middle of April and in lieu of the warm genial showers which the legend tells us "bring forth May flowers," we are undergoing an experience of chilling winds, sweeping, drizzling, sobbing rains, flurries of snow, and the tail-end of young blizzards whisking about and around our usually favored town. In making her bow to this community the good year 1887 has thus far done her best to vindicate the theory which holds that we are undergoing a revolution of the seasons in this part of the country, and before long we shall seek what consolation there is in the fact that Nature has merged our May into December. Here we have wind and snow, sleet and hail, blizzards and rain in the midst of April, when we have been dreaming of spring suits and dreading demands for spring bonnets. We were told a storm center was moving eastward across the coast range and forgot all about it until it struck us sideways on the 21st. But why grumble? While we are knocked endways by the furious storms we should not forget that our fellow men, in the more favored and sultry sections are moving about in their shirt sleeves condemning spring for getting up too warm a flirtation with summer. The fact is we are large enough as a country, to grumble at the heat in one locality and the snow in another. In this great inland empire of ours we are complaining of winter lingering and chilling the lap of spring here while in such localities as Grants Pass and elsewhere comes the envious intelligence that the days are as serene as in midsummer.

Through the columns of the daily press I notice several rumors "upon authority" telegraphed from Washington, that the President will call an extra session of Congress in October, as the result of a consultation and agreement with Speaker Carlisle. It matters not whether these rumors be true or false, for there are nevertheless good reasons why an extra session should be called earlier than October. The last report of the Treasury Department shows that there is now in the Treasury \$563,999,717. The last of the redeemable bonds will be paid by July 1st, and as this is a matter that affects all American people, it would be a monstrous wrong to go on collecting \$10,000,000 or \$12,000,000 a month in excess of the Government's needs, and with no legitimate method of paying it out for nine or even six months longer. The time to reduce the taxes is now - this spring. The eyes of sixty-five millions of people are watching the Democratic Administration to see what it will do in this particular, if anything.

Messrs. Baker and L. A. Loomis of Grants Pass arrived here this week and report the roads in a fearful condition. They dropped in on the COURIER representative and spoke in flattering terms of the enterprising country they left behind them. On the way here, Mr. Baker stated the roads so mirey they suffered somewhat from the mud and rough condition of the country.

Mr. Wm. Harvey of Tehama, Cal., the successful sheep man, was on our streets this week. He is here in the interest of his sheep and deserves the success he has earned by his untiring energy and industry.

Lakeview is beginning to look up, to awake from the lethargic sleep of winter and to put on an air of business activity. Notwithstanding the many buildings now in the course of construction, there are to be others in the near future, among them a large brewery to be built in the southeastern part of town upon the base of Little Canyon. The enterprise is being pushed forward by Cedarville (Cal.) capitalists. In consequence of these contemplated improvements real estate has taken a slight rise which is heartily welcomed by property owners here.

From the knowing ones - those in a position to talk - state that Christy's addition will in the near future receive an impetus in the building line as well as among the natives themselves. Be this as it may, it remains to be seen whether Lakeview will be any better off next spring than she is now. Write all the present activity and foresight editors and if the stimulus above

referred to be added to the increased demand for sheep hands and ranch help generally, I see no reason why the town should not go ahead this summer further than she has ever done before. Should this prophecy be realized, as a great many think it will be, then it is only a question of a year or so when our citizens and property owners will apply for a town government - incorporation.

Mrs. Howey formerly of Grants Pass who it will be remembered charged John Carter, the stage driver, with an assault on her person last January while a passenger on the stage, has with her brother-in-law left town. Unless the district attorney here has their affidavits it is hard to see how Carter can be brought to trial. The case is a peculiar one to say the least. Since the preliminary examination of the accused it has been and is the general belief that Carter is innocent.

Your representative is pleased to note the appearance on our streets of several residents of Grants Pass. Just before writing these notes I met our genial friend Bill Jennings, who is here on a flying trip of inspection and business combined. Mr. J. is a keen observer of passing events, "looks quite through the deeds of men," is an amiable, gentlemanly fellow and a fountain of news - that coveted prize of the newspaper man - and a "chip off the old block." Newton Roberts, Esq., also a familiar face at the Pass, is here perigrinating the unobtrusive thoroughfares of our faubourg.

Mr. Editor, if you will permit me space I would desire to ask a question in relation to the Inter-State Act. Perhaps yourself or one of your many readers can oblige me with an answer; it is this: Has the Inter-State law any effect on the express companies, and if so to what extent? Quite an interesting debate occurred here last week on this intricate subject - The Inter-State Commerce Bill - and the matter finally drifted to its operation on express companies, your correspondent holding the opinion that the new law affects the express as well as the railroad companies. All the others contend that it does not. As it is a question of much importance to the people, hence I ask its consideration. The trackage of the United States, Mr. Editor, if you will permit me, is about 135,000 miles. It is presumably safe to say that 80 per cent of this is covered by express companies, some of which have become powerful corporations, reaching all over the country. The newer companies have had to fight hard for a foothold against the strong combined opposition of the old line companies; and if it were held that this law covered express as well as railroad companies it would materially strengthen the new comers. Uniformity of rates would then have to be established and maintained, and the disastrous cutting and slashing of rates that has been going on would be stopped. A gentleman here well versed in the express business said to me yesterday, "I understand the council for the Adams and American Express Companies back East states that the law does not cover them, while the legal adviser of the Baltimore & Ohio Express Co. has told his clients that they are amenable to the law. In view of this difference of opinion I suppose there is nothing to do but to leave it to the determination of the Commissioners."

During the past ten days several heavily loaded freighters arrived from Anderson and other points in California with a fresh supply of goods for our merchants for their summer trade, and they are correspondingly happy. Mr. Andy Snider, our leading flour and grain merchant here, has also arrived from Oakland, Cal.

Jerome Knox Esq., our enterprising land attorney, has returned home after a ten days visit to San Francisco, on business connected with his office.

Mr. Frank P. Lane, the affable boniface of the Elite saloon contemplates making some needed additions to his premises and will renovate, repair and beautify the rear of the saloon and transform it into a palatial private club room. A luxury much needed here. Frank is alive to the interests of his friends and the public and deserves the well merited popularity he now enjoys.

Since the appearance of Frank's letters in the COURIER quite a demand is made each week for the form of my paper to see the current news. I hope soon to swell your subscription list from this place. More anon. FRANCIS M. DARR.

A little bag of mustard laid on the top of the pickle jar will prevent the vinegar from becoming mouldy, if the pickles have been up in vinegar that has not been boiled. - (N. Y. Post.

The Garden City National Bank was organized at San Jose, Cal. on the 23d, with a capital stock of \$100,000 paid up.

TO ADVERTISERS.

Grant's Pass, so named after General Grant, is a county seat centrally located in Southern Oregon. It is a progressive railroad town of 1300 inhabitants, and is the main supply point for a large portion of country devoted to mining, lumbering, agriculture and fruit-raising. Climate unexcelled.

The COURIER being the only paper published in Josephine county, with a good circulation in Jackson county, enables it to be one of the best advertising mediums in Southern Oregon. For rates, address THE COURIER, Grant's Pass, Oregon.

OREGON & CALIFORNIA. Through Trains Expected About the 1st of October.

SAN FRANCISCO, April 28. - "Colonel," said your correspondent to Charles P. Crocker, vice president of the Southern Pacific railroad, "the people in Oregon are very desirous of knowing what will be the policy of your company toward Portland and toward Oregon in general, and what will be the management of the Northern branch of the road; that is, whether there will be a manager located in Portland or whether that section will be managed by officers located in San Francisco."

"These questions are somewhat premature," was the reply. "We have not yet outlined a policy for ourselves."

"Then can you not state some facts bearing on this subject, and let the people interested draw conclusions?"

"I can say this, and you can then understand why I cannot definitely answer your questions. We have not yet elected whether we will foreclose the mortgage on the Oregon and California railroad, or whether we will take up the old bonds of the company and issue new ones guaranteed by the Southern Pacific in their stead. According to the transfer it is optional with us which of these two we choose. We must make our election, however, within 90 days from the 1st of April. This matter is receiving careful consideration and the choice will be made before the time expires, but just how long before or what the choice will be, I cannot say. From the nature of the case you can see that this point must be determined before a decision is reached as to the management of the road. It is probable that we will not take formal possession of the Oregon & California line until after connection is made with the road on this end of the line. A transfer of securities, however, will be made before this time. It is yet a question whether the two roads will be operated as one through line or whether they will be operated much as if they were two independent roads, but having close relations with each other. This, also, may depend on whether we elect to foreclose the mortgage or issue new bonds in place of the old ones. Of course, if we decide to foreclose the mortgage, the definite settlement of several questions may be long delayed. There is the long, necessarily long, process of foreclosure before the courts. If, on the other hand, we decide to take up the old bonds and issue new ones, the transfer can be quickly and easily made, and we can then give our attention to the question of how the Oregon section shall be managed. At present the O. & C. is in the courts and Mr. Koehler is receiver of the property. We believe he is managing it to the best possible advantage, and from what we can learn, he is popular in his state. We are also satisfied with the other officials of the road as a body. Answering your question as to whether there will be a manager located in Portland after the connection is made and the Southern Pacific takes formal possession of the Oregon branch, I am disposed to think such action will be taken. At present it seems to me this would be the best, both for Oregon, for California and for the road. I am also disposed to think that his office forces should be nearly, if not quite, as full as it now is, but as I have said, these are questions to which no close thought has been given. Certainly no plan has been formulated. They are questions for the future."

"May I ask your opinion of when the connection between the two roads will be made?" was another question propounded. "Sooner than October?"

"No, sir; until lately we had not dared to hope that through trains could be running before next January, but contractors now give us to understand that the date may be about the 1st of October."

The Timber Gulch Mining Company have been at work for nearly a year running a tunnel to tap the old Sam Douden ledge and have at last been successful. The tunnel is now 370 feet long and taps the ledge over two hundred feet below the surface. The ledge is a very wide one and was struck on Wednesday. We hope it will make millions of all who have been plucky enough to stay with the enterprise. There were about 20 original stock holders, but all became disgusted save some few who had unbounded confidence in the richness of the ledge. The ledge appears to be very rich with silver as well as gold. - (Sentinel.)

One of the things painfully noticeable to readers of Oregon and Washington newspapers is the plagiaristic proclivities of editors. Editorial and other items are copied bodily and other means are resorted to in order to give credit. We consider it highly discreditable. - (Portland World.)