

Rogue River Courier

VOL. XIX.

GRANTS PASS, JOSEPHINE COUNTY, OREGON, THURSDAY, DECEMBER 17, 1903.

No. 38.

THE Last Call to Christmas Bargains

Books for Old and Young, Board Games Toys. The Choicest Pictures, Leather Goods, Toilet Cases, Fancy Box Papers, Biggest assortment of Dolls, Etc.

Remember, Our Prices are Right

CLEMENS Sells Drugs

Orange Front, Opp. Opera House.



Lowney's Candies

Lowney's Chocolates, by their T. e. lions Quality, Perfect Parity and Delightful Flavor, achieve the largest sales of any Confectionery in the world.

Lowney's Candies
Are Sold Only at
Hornig & Depuy's
Box Candies from 25c to \$6

We Want Your Trade

And Our Prices are Correct to Get it.

We have a large stock (absolutely new) of goods suitable for Christmas Gifts for old or young.

Remember, We Have No Old Stock

We are selling Christmas Goods at Portland prices—bring in your catalogues and compare.

We are selling Express Wagons, Wheel Barrows, Velocipedes and Carts at San Francisco wholesale prices. Catalogues on our counter to prove it.

We can candidly boast of the BEST VALUES IN THE CITY for Books, Toys, Toilet Articles, Leather Goods, Stationery, etc.

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Masonic Temple Bldg.

L. G. HIGGINS

Assay Office

CHARGES:
Gold, Silver, Copper, Lead, \$1 each.
Gold and Silver, \$1.

GOLD DUST
Bought and Refined for Dental Trade.

Each and every assay done with the idea that it may be checked.

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WATCHMAKER and
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Full assortment of Watches, Clocks, Sil-
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Assortment of Bracelets and
Heart Bangles,
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FRESH AND SALT
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GRANTS PASS, OREGON.

The popular barber shop
Get your tonsorial work done at
IRA TOMPKINS'

On Sixth Street — Three chairs
Bath room in connection

Revolution Imminent.

A sure sign of approaching revolt and serious trouble in your system is nervousness, sleeplessness, or stomach upsets. Electric Bitters will quickly dismember the troublesome cause. It never fails to tone the stomach, regulate the kidneys and bowels, stimulate the liver, and clarify the blood. Run down systems benefit particularly and all the usual attending aches vanish under its searching and thorough effectiveness. Electric Bitters is only 50c, and this is returned if it doesn't give perfect satisfaction. Unsurpassed by National Drug Store and Grants Pass Pharmacy.

Coughing Spell Caused Death.

Harry Duckwell, aged 25 years, choked to death early yesterday morning at his home, in the presence of his wife and child. He contracted a slight cold a few days ago and paid but little attention to it. Yesterday morning he was seized with a fit of coughing which continued for some time. His wife sent for a physician, but before he could arrive, another coughing spell came on and Duckwell died from suffocation.—St. Louis Globe-Democrat, Dec. 1, 1901.

Ballant's Horsehound Syrup would have saved him. 50c, 50c and \$1.00 at Silver-Drug Co.

GOLD IN THE COLUMBIA

Dredged at Mouth of River Saves Gold.

Gold sufficient to pay the cost of operations may be extracted from the sands which the dredger Chinook removes from the bottom of the Columbia river at the bar, white engaged in deepening the channel, says the Telegram. The war department has arranged for assay to be made, and the exact amount of gold particles to a ton of sand will be estimated. As soon as work begins bottom of sand will be expressed daily to government offices at Washington, D. C. If returns warrant, efforts to save the gold will be made.

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THOUSANDS SEEK HOMES

And Located in the State of Oregon Last Year.

We copy the following from the Portland Telegram:

"Yes, the results of the colonist rates are satisfactory to the Southern Pacific Company," said an official of that corporation this morning. "We have placed over 6000 people in the state since February 15 of this year as homeseekers."

The low colonist rates which have been made by the transcontinental railroad lines expire today, and no more tickets will be sold in the East at these figures. From September 15 to November 28, the immigration agents say that 1331 homeseekers have come to the State of Oregon. Of this number a large percentage has permanently settled here. During the existence of the special rates last spring, 2962 homeseekers were received here. Only a small number of those located in the state, however, as the majority were simply out to see the advantages the country could offer and to take an inventory of the inducements to come West. The figures herewith given do not include numbers who have located in the state, not taking advantage of the colonist rates offered by the transcontinental lines. Many of these have escaped the notice of the immigration agents and could not be included in estimates.

"A total of 5000 immigrants brought to the state during the life of the special rates in 1903 would be nearly correct," says a railroad man who knows.

"The States of Missouri, Minnesota, Iowa and Illinois have contributed the majority of these immigrants," continued the official. "Missouri leads the others by a small margin. Illinois comes second. It is said that the population of the country portion of Illinois is slowly decreasing. The birth rate combined with new comers barely supply the number which annually departs for other homes. From Minnesota we have a sturdy land of Scandinavians. This class of people is very desirable. They all have money on account of their thrifty habits and all make excellent citizens and farmers. There are hundreds of Scandinavians in the new population of Oregon, and every community seems to welcome them in their midst."

"From Iowa comes another class of well-to-do farmers, mostly Americans, who are trying to get away from the severe winters in that portion of the country."

"What is the main attraction these people find in Oregon?" was asked the railroad man.

"The climate of the state may be put close alongside the natural richness and productivity of the soil. There is the combination which generally makes a homeseeker a citizen of Oregon. He comes to this state laden with the jokes of friends concerning the wets of his feet, the umbrella condition of the atmosphere in general, and expects to see small farms surrounded by water, Venetian highways and boats for all transportation. When he has been here a short time, he becomes aware of the advantages accruing to the farmer who never has to worry about a drought, whether his well will be dry or not, whether he will have a crop or not and the hundred and one other things which make the Eastern farmer's life a burden to bear."

"Before they leave they all agree that Oregon is the best place they have visited and generally promise to make arrangements to come out here."

MILLIONS FOR NEW RAILS

Harriman Will Purchase a Hundred Thousand Tons

E. H. Harriman has arranged to spend next year \$2,000,000 for steel rails for his two principal Western roads. On recommendations submitted to him by President H. G. Hart, of the Union Pacific, and General Manager Julius Kruttschnitt, of the Southern Pacific, he has ordered for delivery in 1904, 80 and 90-pound steel rails to the extent of 100,000 tons.

A contract to that effect has been closed with the United States Steel Corporation, the price per ton being \$28. About two-thirds of the rails will be used on the lines of the Southern Pacific in this state, Oregon and Texas.

Nearly all of the 100-pound steel rails for the line over the Siesta and Siskiyou Mountains between Redding and Albany, have been received and laid.

Models of every variety of fruits and vegetables grown in the state will be shown in Maryland's display in the Palace of Horticulture at the World's Fair. The models are now being painted and tinted by Miss Blanche Morgan, an artist residing in Washington. She applies the color so cleverly that even an expert hesitates to proclaim the one artificial or the other natural.

Heart Fluttering.

Undigested food and gas in the stomach, located just below the heart, presses against it and causes heart palpitation. When your heart troubles you in that way take Herbine for a few days. You will soon be all right. 50 cents at Silver-Drug Co.

You can rent a Talking Machine and Records of your own choice at Paddock's.

Pause—don't touch your money away but buy something useful at Paddock's Bicycle Den.

INVESTIGATED LAND FRAUD

Extracts From Report of Secretary Hitchcock.

"The decrease in the number of trespass cases reported last year and in the amount involved therein, as compared with the previous year, is accounted for by the fact that during the last year the time of the special agents has been taken up to a much greater extent than heretofore in investigating alleged fraudulent entries. It seems to be true also that fewer trespasses are committed, timber now being secured from lands entered under the timber and stone or other acts and by purchase from lands within forest reserves.

"An average of 58 special agents of the General Land Office were employed during the year in investigating alleged fraudulent land entries and otherwise in protecting the public lands from timber trespass or illegal appropriation. Entries to the number of 7031, in which fraud was charged, were referred to these special agents for investigation; 1337 were held for cancellation or suspended on special agents' reports, and in 414 cases, hearings were ordered; 950 cases were canceled; 663 were examined and found free from fraud, leaving 18,341 cases pending July 1, 1903.

"During the past year there have been indicted and arrested in the state of Oregon, charged with forgery and conspiracy to defraud the government, a United States Commissioner and three others, the first being a woman. The United States Commissioner has been removed from his office, and all are awaiting trial by the court.

"It is alleged that several hundred entries and final proofs were made before this Commissioner under the act of March 11, 1903 (32 Stat. L. 790), all of which have been or are being examined by officers of this department.

TRAIN MAKES NEW RECORD

From New York to Portland in Eighty-Five Hours.

With a clear track and the right of way across the continent, a special train set out by President Harriman's personal orders raced from New York to Portland in a little more than 85 hours to bring Robert L. Gerry and Dr. Robert C. James to the bedside of Peter Gerry, who is seriously ill at St. Vincent's Hospital in Portland. The special left New York Wednesday night and arrived in Portland at 7:30 Sunday morning, making a record run from the Atlantic to this point of the Pacific Coast.

No particular effort was made to break the record for transcontinental races, as the condition of Mr. Gerry did not warrant such speed, but the time made is much lower than anything ever made to Portland from New York before. The brother of the sick man and his family physician thought his condition critical when they left New York, and by Mr. Harriman's orders steel and steam were split against time in a long and swift race. The great railroad magnate, after ordering out a special for the brother and physician, had another held in readiness to make a second race from ocean to ocean with the mother, father and sisters of Mr. Gerry.

The special that brought the brother and family physician ran under no orders save those to make the best time possible without reaching a speed of unsurmountable danger. It took precedence over all regular passengers and fast mails, and the tracks from New York to Portland were kept clear for the racing train.

SAW MILL AND RAILROAD

Mill May Be Located at or Near Grants Pass.

D. L. Avery, J. Bassener, M. H. Abbey, and D. Holton, of Vancouver, who have been proving up on timber claims near Grants Pass may locate a sawmill. Should their proof be accepted by the government, they contemplate building a sawmill either at Grants Pass or some place between there and Twin Cabins, a point on Evans creek, which not only intercepts their claims, but taps a large timber belt in Josephine county. The sawmill will most likely be erected either at Grants Pass or on a fine site further up the stream near Bybee's Springs. In either case a private railroad will be built from Twin Cabins to Grants Pass for the purpose of transporting lumber and sawlogs, thus giving ample facilities for the shipment of lumber over the southern Pacific railway to various ports and the eastern markets.—Tidings.

Siskiyou's 104-Year-Old Man.

Probably the oldest man in the country today is the Mexican living on the lower end of Cherry creek, at the mouth of Deadwood. He is said to have now attained the patriarchal age of 104, and is commonly known as Old Gabriel, although he claims no relationship with the gentleman with the same name. He is still hale and hearty and to all appearances good for another hundred years. The care and follies of civilization don't seem to disturb the peaceful tenor of his way, for he has not visited the county seat for well nigh 70 years. He has never seen a railroad nor a locomotive.—Tidings Journal.

THE GOOD ROAD PROBLEM

Should Uncle Sam Assist in Highway Building?

In view of the large proportions recently assumed by the movement for federal aid in road building a number of prominent men in different sections have been asked to briefly state their views on the question. From these statements it will be seen that it is decided by the prevailing opinion it is time for Uncle Sam to take a hand in the warfare against mud.

President William H. Moore of the National Good Roads association, speaking from the standpoint of a moderate advocate of national aid, says:

"Unless the people in the different states take hold of the road improvement question vigorously and raise local funds with which to start the work they cannot expect the federal government to come and meet the people's needs. It is the duty of the people to help themselves and to secure proper state legislation. I believe the federal government will come to their aid."

Senator Lattimer of South Carolina, who is a good deal of an enthusiast on this question, says:

"I will tell you why we have not had any government aid in building roads during the last seventy-five years. It is because we have sent to congress men who live in cities. They get bills passed in the interest of cities. They have the harbors and rivers improved. What we need now is to have the principle of national aid recognized. We want the government to appropriate a fixed part of the money necessary to improve the roads in rural districts. We have a surplus in the United States treasury, and yet the farmers in the rural districts cannot get good roads. The men who have money in the cities do not object to being taxed for road improvement. It is the hard-boned farmer living out in the country that has been protesting. If the farmers of the country will organize and elect to congress men pledged to carry out their wishes they will get a national appropriation to help them improve their roads."

Governor Cummings of Iowa idea fame also has some ideas on the road question. He is very much in favor of better roads, but is rather inclined to "fight shy" of the national aid proposition, as will be seen in the following statement:

"I believe that good roads are necessary and that they are necessary now, and I shall be very sorry to see this great movement and all the apostles and workers in the cause halt while we ask aid of the national government. The outcome of the proposition is problematical and its propriety doubtful. Whatever national aid may come in the future—and it may come, and I do not oppose proper and reasonable aid—I, for one, believe that such aid ought to be taken up and carried forward the question for itself without regard to national aid."

Judge J. B. Killebrew of Tennessee is strongly in favor of having Uncle Sam help the people to build roads in the country districts. He says:

"Aside from the question which the constitution gives for the construction of roads in the clause for the establishment of post offices and post roads the 'general welfare' clause is sufficient to authorize if there were no other constitutional provision. There is no other one thing that can be done by the government that will do more to the general welfare of the people of this country than to assist in the building of roads. It is one thing that everybody would be glad to see done. It is one thing that the congress of the United States should appropriate a million dollars for the construction and improvement of the highways of Porto Rico and devote a large sum to the same purpose in the Philippines. It is one thing to make liberal appropriations to aid in the building and improvement of public roads for the convenience of the people. The United States is a great nation. It is the people of other nations as the most powerful agent in ameliorating the condition of the people of the world. In all that is progressive except good roads it stands first. I do not wish the government to build roads throughout the United States, but