

# Rogue River Courier.

VOL. XXI.

GRANTS PASS, JOSEPHINE COUNTY, OREGON, FRIDAY, NOVEMBER 10, 1905.

No. 32

## I Sell Real Estate



Rent Houses  
Negotiate Loans  
Make Collections  
and Write  
Fire Insurance.

Call upon or write

W. L. IRELAND, "The Real Estate Man."

Ground Floor Courier Bldg. GRANTS PASS, ORE.

## CLEMENS

SELLS  
BOOKS AND DRUGS.  
FRONT GRANTS PASS, ORE.

## Grants Pass Banking & Trust Co.

PAID UP CAPITAL STOCK \$25,000.00.

Transacts a general banking business.  
Receives deposits subject to check or on demand certificates.  
Our customers are assured of courteous treatment and every consideration consistent with sound banking principles.  
Safety deposit boxes for rent.

J. FRANK WATSON, Pres.  
R. A. BOOTH, Vice-Pres.  
L. L. JEWELL, Cashier.

## Bert Barnes,

Reliable Watchmaker

At Clemens'

Grants Pass, Ore.

## G. A. Cobb Real Estate Company

Will be glad to list anything you have for sale. We not only list your property (we sell it.) In the last two months we have sold a great many pieces of real estate, especially town property. Now is your time to sell while you have a chance. Put your prices reasonable and we can surely move it for you. Give us a trial, please. : : :

Office in large brick on Front Street, West G street.

## BLACK HORSE

LIVERY



FEED

## AND SALE STABLES

DEAN & DICKISON, PROPRIETORS.

Office and telephone removed to Golden Gate stable, opposite Hotel Josephine, for July and August while our new stable is being erected.

## J. M. CHILES

The Pioneer Grocer

RELIABLE GOODS AT  
RELIABLE PRICES

A Specialty

FARM-CURED  
BACON

THE FINEST EVER  
BROUGHT TO  
GRANTS PASS

Fresh Fruits of All Kinds

Fruit jars, tops and rubbers

A. U. BANNARD—UNDERTAKER.

## New Prices for Undertaking Goods .....

Beginning August 1st,  
prices for Caskets will be as  
follows:

All \$25 Caskets reduced to \$15  
All \$30 " " \$20  
\$35 & \$40 " " \$25  
Black Cloth Caskets reduced  
50 per cent.

Hearse and service in proportion.  
These prices are for cash only.

## A. U. Bannard

AT THE  
BIG Furniture Store  
North 6th St.,  
GRANTS PASS, OREGON.

Corporation books, stock certificates  
and seals at the Courier office.

## BOOM IN RAILROAD BUILDING IN OREGON

Every Section Gets a Railroad  
Except Josephine County—  
Its Turn Next.

The Oregonian has given a summary of railroad building for Oregon, Washington and Idaho that is now under course of construction or for which definite routes have been selected and on which work will be begun early next year.

What is of special interest to residents of Grants Pass and Josephine county is that the Oregonian omits to mention the possibility of the building of a railroad from Grants Pass by way of the Illinois and Smith river valleys to the coast at Crescent City. Two years ago the survey for this road was made and right-of-way for the route and terminal grounds in Grants Pass and Crescent City was secured by Colonel T. Wain-Morgan Draper and associates of San Francisco. It was given out then that the following year construction would begin and the road pushed to an early completion. Two years have gone by since this survey was completed and so little stir has been made by the promoters that most of the residents of the country have forgotten that even a survey was ever made, and instead of work being well under way in the year 1904 there is no indication that a lick of work will be done during the year 1905.

There is a rumor afloat credited to a reliable source, that has some elements of likelihood to it, that the Southern Pacific has acquired the controlling interest in Colonel Draper's company and has forbidden the building of the road lest its high Southern Oregon freight rates should be forced into competition with the low ocean rates that could be had by way of Crescent City. Be the cause what it may there has been a strange silence for the past year and a half that indicates that the Draper people are likely to let their railroad venture go by the board. The Southern Pacific, no doubt, has no desire that Southern Oregon should have a short, cheap and direct outlet to the ocean, for that would force a cut in their local freight rates, that now enable them to charge \$200 for a 40-ton car of mining or other machinery from Portland to Grants Pass, and \$200 from San Francisco to Grants Pass, and proportionate rates on other commodities.

Railroad builders and investors are giving Oregon, Washington and Idaho more attention now than they are to any other section of the United States, and railroad propositions that are able to make a good showing of present and prospective freight and passenger traffic will not long lie open. This is proven by the number of separate lines of railroads that are now under construction in the North Pacific Coast states and by the number of engineering parties that are out looking over available routes for more railroads. With the splendid traffic showing that can be made for a railroad from Grants Pass to Crescent City this opening will not long remain vacant when once it becomes known in the railroad world. There are many capitalists in the East who are seeking Western investments where profits and interest are high and with the proper encouragement these men could be induced to take up railroad development in Southern Oregon.

The following from the Oregonian shows the tremendous railroad boom that is on in all other sections of the Pacific Coast:

"Railroad building in Oregon, Washington and Idaho, completed during the present year or upon which work is actually under way aggregates an estimated cost of \$54,000,000. The North Pacific Coast States, for several years past seemingly not on the maps of the railroad magnates in their development enterprises, are today the center of the greatest railroad construction movement of a decade, exceeding in the expenditures projected and mileage of new track to be laid during the next year any similar railroad advancement recently. Texas, Oklahoma, Indian Territory and New Mexico have been the seat of railroad building for the past four years, but in the coming year Oregon will take leading rank, with Washington and Idaho close seconds. Below is presented a brief summary of the railroad projects in progress and those projected with reasonable certainty of early fulfillment.

Harriman System—Elgin to Josephine, 63.3 miles work in progress on first section and definite location for remainder of distance; Lewiston-Riparian line, to be owned and operated jointly with Northern Pacific, 71 miles, grading in progress on extensive scale; Lafayette—St. Joseph cutoff, two and one-third miles, linking West Side lines to avoid expensive trestles and bridge and to enable better service for West Side of Willamette Valley, work being prosecuted; Eugene-Henderson cut-off and bridge over Willamette river, one and

one-eighth miles, to connect Woodburn-Natron branch with main line near Eugene, under construction; Arlington-Condou line, 50 miles, completed this year; 81 miles, survey being completed ready for grading and steel rails bought, to be finished in one year; Columbia Southern extension probably 50 miles, to be finished within year; surveys under way for line Eugene to Huntington through Central Oregon, branch of which is to reach Klamath Falls to connect with California Northwestern from Weed, making through Southern Pacific around Siskiyou Mountains, not yet officially confirmed.

Northern Pacific—Portland & Seattle Railroad, from Kennewick to Portland, bridging the Columbia and Willamette Rivers, 234 miles. Construction grading in progress on portions and contracts awarded to Siems & Shields for entire road and sublet in sections, to be completed in one year and to be used jointly by the Northern Pacific and Great Northern; Lewiston-Grangeville line, 85 miles, through rich wheat district of the Nes Perce country in Northern Idaho, surveys completed and to be completed as rapidly as possible and operated jointly by the Northern Pacific and Oregon Railroad & Navigation Company. Other branch lines in Eastern Washington approximating a total of about 60 miles to afford transportation for grain sections at present distant from transportation.

Independent Companies—Great Southern, The Dalles to Dufer, 30 miles, surveys completed for second section of 22 miles to reach timber section and also serve wheat region further toward Central Oregon, surveys completed to Deschutes river at mouth of Warm Springs; Pacific Coast Railway & Navigation Company, about 209 miles of road projected from Hillsboro to Nehalem and Tillamook with a branch to Astoria and to build its own line from Hillsboro to point on Willamette river near Oswego and thence into Portland; Spokane & International, building from Spokane to connection with Canadian Pacific through Northeastern Washington and British Columbia; several electric railroad projects from Spokane south into Lewiston country, and an electric freight and passenger road projected to build from Walla Walla to the Columbia River at a point near Pasco and eastward from Walla Walla to Lewiston.

From Hood River to Mt. Hood up Hood river, construction work now well under way; electric road to connect Portland with Newberg, Salem, Independence, Corvallis, Eugene and intermediate points for which franchise application is now pending before a Portland council. Medford & Crater Lake Railroad, Medford to Eagle, 11 miles, projected to be constructed to Crater Lake and crossing the Cascades by a low divide to Fort Klamath; Salem, Falls City & Western, eight miles constructed westward from Falls City and other extensions projected; Klamath Lake Railroad, 54 miles projected from Pokeyama to Klamath Falls.

Portland Suburban Roads—Portland Railway, new line to Columbia River and new ferry landing, which, it is understood, will be supplanted by joint use of new bridge of Hill railroads; branch of Oregon Water Power & Railroad Company projected to Troutdale with ferry to Washougal; Oregon Traction Company, line to Hillsboro, more than one mile of track completed on Portland streets when suspended by reason of failure of contractors.

## The Companion as a Christmas Gift.

Can you think of a gift more certain to be acceptable than a year's subscription to the Youth's Companion? Is there any one, young or old, who, having once had the paper in his hands and looked through it, did not wish to possess it for his very own? It is a gift which, far from losing its freshness as Christmas recedes into the past, grows more delightful, more necessary to one's enjoyment week by week.

The boy likes it, for it reflects in its pages every boyish taste and every fine boyish aspiration. The father likes it, not only for its fiction but for its fund of information of the practical sort. The girl likes it for the stories, anecdotes, sketches and editorial articles printed in each number especially for her. The mother likes it for its stories of domestic life and family affection, for its children's page and for its medical articles.

On receipt of \$1.75, the yearly subscription price, the publishers send to the new subscriber all the remaining issues of The Companion for 1905 and the "Minutemen" Calendar for 1906, lithographed in twelve colors and gold.

Fall Illustrated Announcement of the new volume for 1906 will be sent with samples copies of the paper to any address free.

THE YOUTH'S COMPANION,  
144 Berkeley Street, Boston, Mass.

Best Liniment on Earth.  
Henry D. Baldwin, Supt. City Water Works, Shullsburg, Wis., writes: "I have tried many kinds of liniment, but I have never received much benefit until I used Ballard's Snow Liniment for rheumatism and pains. I think it the best liniment on earth." 25c, 50c, \$1.00 at Rotermond's and Model Drug Store.

## MUCH ACTIVITY WITH GRAVE CREEK PLACERS

Many Equipments Increased and  
All in Readiness for Big  
Season's Work.

Placer, Nov. 9.—All preparations have been completed for the resumption of work on the hydraulic ground of the Columbia Mines Company, on the East Fork of Grave creek, one mile from this place. For several weeks past Superintendent C. E. Foss has had a force of 17 men employed clearing away timber, setting pipe lines and doing other initial work. Some hydraulicling has already been done in cleaning bedrock that was stripped last Winter and in cutting down a bank of red clay to the gravel level. The Columbia is one of the noted hydraulic mines of Southern Oregon. This is its fourth season of work and nearly a mile of the creek channel has been cleaned. The general depth to bedrock is 40 feet. Two ditches, carrying a total head of 5000 miner's inches, are brought to a point overlooking the channel, where they have a fall of 212 feet, giving ample pressure for even the heavy boulder wash that covers bedrock.

Last season four acres of ground were cleaned out at the upper end in a run of 100 days and three acres were cleared upon the right limit of the creek farther down. While the returns are kept secret by the company it is evident that they were satisfactory, for many thousands of dollars have been spent this fall in preparing for an increased run during the Winter.

A feature of the work this year will be the use of two independent giants from one flume. Parallel pipe lines descend the mountain side from this flume, each furnishing its own giant and permitting double work in the same ground area. Another giant some distance below is also being worked independently.

No better mines have been opened this side of the dividend stage than the Yellow Horn and Vulcan claims, located on the east side of Greenback mountain. Fred Clements is the owner and during several years past he has been developing them in a miner-like way that has challenged the admiration of all who have viewed the work. Mr. Clements also owns two claims adjoining, but the further development of these is held in abeyance pending the almost certain results promised by what the principal claims have shown.

Fully 300 feet of drifting have been done on the Yellow Horn, three levels having been opened and a winze sunk, giving a total depth from the croppings of 125 feet. The vein is followed in all the workings. It is from a few inches to five feet in width, has a north and south strike and a dip east and west. The ore is a fine quality of quartz, with telluride of gold and some sulphides. It is partly free milling, the balance being a concentrating ore. Tests on a three stamp mill erected on the Grave creek side of the mountain show this ore to go \$14 to the ton in free gold, with a loss of \$5 per ton in the tailings, while the concentrates give values of \$275 per ton. The country rock is a diabase and forms both the hanging and footwall on the vein. In nearly all the ore where tellurium is visible gold is also seen in connection with it and among mining men the belief is generally held that with further development the Yellow Horn will become one of the leading and best producers in Southern Oregon.

The Vulcan mine adjoining is in many respects similar to the Yellow Horn, having the same character of vein, the same dip and strike and the same wall rock. Its development is somewhat less and its values are not so pronounced but Mr. Clements has five men now at work upon it and from the bottom of the shaft expects to crosscut the vein at a much lower depth than has yet been reached.

Several placer mines are being worked along the upper reaches of Grave creek for a distance of 12 or 15 miles above here. The Blacklock mine will be operated steadily all Winter and several others will start up as soon as a sufficient head of water can be obtained.

The Jim Blaine group on Greenback mountain owned by A. L. Lewis, the Portland business man who is so heavily interested in this section, is being opened up this fall with a crew of six men. Good ore is being taken out and the vein shows permanency and high value.

The Tobler group of five claims, adjoining the Greenback on the north and possessing similar vein characteristics is not being developed other than for the necessary assessment work, but the showing already made is a very satisfactory one and with proper development this group will doubtless take rank with the other leaders of the district.

We have kratt cutters and Stone Jars at Cramer Bros.

## Store News 93



More New Box Seat Dining Chairs  
both leather and plain.

More New Dining Tables—  
attractive styles and prices.

More New Dressers—  
special good values, \$16.25 to  
\$26.75.

Couches in the newest of coverings  
and the best made.

Rugs, Brussels.

Stand Tables—a nice line.

Office Chairs \$5.50 to \$10.00, full of  
comfort.



## Cut Glass

Particularly pleasing prices on  
some of the best cuttings made.

Bowls worth..... \$7.50 for \$4.50

Celery Trays worth 7.50 " 4.50

Nappies, " 3.50 " 2.00

Water Bottles, Oil Bottles, Spoon  
Trays, Vases.



## China Ware

Exquisite decorations—the assortment is far too large to attempt to particularize items, but enough to say we show an enormous variety and at prices never approached in Grants Pass. If you are making collections

in Cups and Saucers, Choe Sets, Plates, Pitchers, etc., now is your time to secure something especially good. The 10c, 15c, 25c, 50c, 75c and \$1.00 Tables are a revelation in China selling.

NOVEMBER—This is the month you'll want a Heating Stove.

N. B. { For a limited time  
\$7.50 Heaters for \$5.50  
5.75 " " 4.35

## Thomas & O'Neill

Housefurnishers to Southern Oregon

## HOW HEINZE FOOLED A GROCERYMAN

A Montana Deputy Sheriff Took  
Waste for Good Ore to  
the Smelter.

In an article on "The Montana Copper War," in Tom Watson's magazine, T. A. Hickey relates several interesting anecdotes about Copper King Heinze, among which is the following:

Early in his career Heinze ran up a bill with a grocer for supplies, candles, powder, tools, and so on, to the tune of some \$500. Turning to one of his clerks one day the grocer said: "Billy, go down to the mine on the flat where that young fellow Heinze is working, and see what ore he has mined." The clerk came back and reported that Heinze had made a beautiful bunch of ore on the dump. The grocer swore out an attachment and sent it down by a deputy sheriff to levy on his ore. The deputy came down to the shaft, saw Heinze and said he would be back in half an hour

with some wagons. As soon as his back was turned, Heinze leaned over the shaft and shouted to his partner: "Oh, Jack, come up at once!" When his partner got up top Heinze said: "Now pitch in and work as you never worked before." The two men by a Herculean effort, moved the ore and filled the platform with waste rock. None but a thoroughly trained miner can tell the difference between ore and waste. I had been underground in Butte a year before I felt competent to separate ore from waste. When the deputy sheriff came down with his carts he proceeded to load them up with waste and carted it off to the smelter. A week later the grocer telephoned the smelter and asked what returns were coming from the Heinze ore. "Returns?" came the reply. "Why, you've sent us the blankety-blanket lot of waste that lies out of doors! We've got a big bill against you for smelting charges!"

Three months later when he was good and ready, Heinze paid the bill.

Real Estate and Timber—W. E. Sherman, Rooms 9 and 10 Masonic Temple.

## .UMBRELLAS.

REPAIRED

---at---

Paddock's Bicycle  
Den..