

# Rogue River Courier.

VOL. XXV.

GRANTS PASS, JOSEPHINE COUNTY, OREGON, FRIDAY, SEPTEMBER 3, 1909.

No. 23.

## SMOOTH SWINDLER IN THE TOILS

SEATTLE MAN WORKS OREGON  
AND WASHINGTON

## VALLEY TOWNS ON LIST

Post Office Authorities Step in and  
Stop the Game and Arrest the  
Bold Operator.

The newspapers of the Northwest are filled with the doings of a Seattle firm of so-called "bankers and brokers" who operated through real estate agents throughout the country. The whole thing was a barefaced swindle as far as the so-called bankers and brokers were concerned, but fortunately it was looked up by the post office authorities and the operator bagged before he had secured more than a few thousand dollars. This "banker and broker" sent out type written circulars offering to make loans on real estate security at 5 per cent. The applications for a loan must be accompanied by an abstract and one-half the fee for examining title. This fee was \$2 on every \$100; for instance say the loan was for \$1000, the fee would be \$20 and one-half of this must be forwarded with the papers, the balance was to go to the agent for doing the business. The swindle was in taking the advance fee and making no return.

It is claimed the swindler secured several thousand dollars in the states of Oregon and Washington. As soon as the post office authorities suspected the scheme his mail was retained in the Seattle post office and by this means the victims were saved in the aggregate many thousands of dollars. The manager of the "bankers and brokers" establishment in Seattle turned out to be one W. W. Smith, who when wanted suddenly left Seattle. He was traced to Vancouver, where he had disguised himself by shaving off a flowing beard and cropping close his hair which he had been wearing rather long. When arrested he had on him in a belt worn about his body, \$2,500, this was taken charge of by the special agent, L. R. Church, of the Postal department, who made the arrest. Church says that he believes that Smith secured many thousands of dollars. The "bankers and brokers" worked altogether through well-established real estate agents in many towns of the country. In Grants Pass he did business through these agents: J. E. Peterson, H. B. Hendricks & Son and W. R. Nipper. Mr. Peterson sent the swindler \$22.50. Hendricks & Son, \$5.00, and Nipper sent no money but did send a \$5000 mortgage and an abstract, neither of which have been heard of since. Other towns in this section, it is claimed, con-

tributed liberally to the "bankers and brokers," and it is reported that Medford leads all the rest.

Special course dinner Sunday at Merchants Cafe, 50c.

## MRS. DEAN INJURED IN RUNAWAY ACCIDENT

Mrs. W. E. Dean, of this city, and Mr. and Mrs. Tom Harvey, formerly of this place but now of Marshfield, on last Friday were participants in a frightful runaway down a steep grade on the Coos Bay-Roseburg stage road, which resulted in the painful, although not necessarily serious, injury of Mrs. Dean. Mrs. Dean had been spending the summer with her daughter, Mrs. Harvey, and they were all starting for Grants Pass, expecting to reach here Saturday. The stage was drawn by four horses and was greatly overloaded, carrying 11 passengers besides the driver and the mail, and in order to make anything like schedule time the driver had to make up time on the down grades. At a point about 20 miles from Roseburg, at what is known as the Mountain house, is a particularly steep and dangerous point. The driver, Wm. McLenn, says the brake was defective and he was unable to keep the heavily loaded stage from bumping into the wheel horses and he was obliged to give them the lash to keep them ahead of the vehicle. The horses began kicking and running and the driver saw that they could not safely make a certain turn. He called to the passengers to jump. Mr. Harvey picked up his wife and threw her out of the stage, intending to do the same with Mrs. Dean, but a lurch of the coach threw him out and he narrowly escaped being run over. A few moments afterward the stage was overturned at the curve and Mrs. Dean was thrown out and when picked up was unconscious. A hasty examination showed that no bones were broken but she was severely bruised all over her face and body.

The accident occurred about 7:15 and physicians were sent out from Roseburg, arriving at the scene at about midnight. The patients were made as comfortable as possible until morning when they were taken to Roseburg by automobiles provided by the stage company.

Few of the passengers escaped unhurt, one of them had a leg broken in two places. A Mr. Wick, aged 75 years, was badly bruised and was unconscious for some time. Mr. and Mrs. Harvey, however, escaped with minor bruises.

Mr. Dean was notified by telephone and he immediately left for Roseburg, reaching there a half hour before the arrival of the injured members of the party. Mrs. Dean was taken to the house of Henry Harth and remained there until Sunday, arriving here with Mr. Dean Sunday evening. Mr. and Mrs. Harvey proceeded there one day.

Mrs. Dean has been confined to her home for several days but is rapidly recovering and will soon be out. She and her many friends are grateful that her injuries were not more serious.

## HARD PAVEMENT BEST CHEAPEST

WISDOM IN COURSE PURSUED  
BY PROPERTY OWNERS

## MACADAM IS SHORT LIVED

Sixth Street Should Be Paved to the  
Bridge With Bitulithic  
Pavement.

The change of sentiment regarding the kind of paving which should be put down on the more important streets of this city is rather remarkable. Only three or four weeks ago it was, most people wanted macadam. A campaign of education was started by J. D. Fry, ably supported by others, and as soon as a careful examination had been made of paving done in other cities and the opinion of unbiased property holders in these places had been secured, macadam was discarded and bitulithic took its place. Macadam was found to be of short life, at least it had to be repaired often and never, even at its best, made a good looking street. Practical men wanted a pavement that would make a good looking street, last many years and possess qualities superior to all other pavements. Investigation proved that this was bitulithic and the argument naturally followed that the best was the cheapest; which maxim applies to most material things in life.

In the history of most places, as well as in the life of individuals, there comes a time when conditions demand prompt action and if perchance the wrong is chosen it is a serious and often a lasting injury. This applied with force in Grants Pass when the question of paving came. Fortunately the property holders on five blocks on Sixth street and three blocks on Front street decided to put down bitulithic. This wise course marks the determination of the property owners to make Grants Pass for all time to come a city of importance. It proves that these men have faith in the future and have resolved to prove their confidence in the city by their money.

All this is preliminary to a word to the balance of the property owners on Sixth street, and this is what we desire to say:

As is well known, Sixth street is the one street in the city which has more traffic than half dozen or more of the other streets. Hundreds of loads of lumber, for months at a time, pass over this thoroughfare every day. Heavy loads of farm produce are in evidence all the year round and, therefore, it is necessary to put down a pavement which will stand the rough work. Such a pavement will add value to the property and be a credit to the city. Investigation goes to prove that bitulithic is the best for all purposes and is therefore the cheapest in the long run. By all means extend this kind of pavement to the steel bridge.

## New Millinery Store.

Miss Millie M. Drake and Miss Margaret Doran will open millinery parlors in the Conkila building about the 15th of this month. They will open with a strictly new and up-to-date stock with several dozen Eastern patterns and many from San Francisco and Portland. Their place will be furnished in the latest style with new furniture and rugs and other furnishings.

Miss Drake is well known here, having been a resident of Grants Pass for a number of years. She has had nine years experience in millinery and her ability has been demonstrated to great satisfaction to the people of this place. Miss Doran comes from Anaconda, Mont., yet she is not a stranger in Grants Pass, having been called here a number of times on business in connection with the settling up of the estate of her aunt, Johanna McDaniel, and during her short stay here made a host of friends. The many friends of the young ladies wish them unbounded success in their undertaking.

## Runaway Monday.

A runaway occurred in the city Monday forenoon which resulted in a damage of about \$100 worth of furniture which had just arrived from the east, belonging to C. E. Selleck. Mr. Selleck had a load of household goods on a wagon and climbing on top started for his home at Murphy. The team started from the depot in a trot and gradually developed into a swifter gait; when they reached Front street they were going at a pretty rapid rate. They ran down Front street to 10th and G and in turning the corner the wagon was upset, spilling the furniture into the road and uncoupling the wagon. The horses then continued their race down I street with the front wheels, colliding with a wagon driven by Dick Lindley and smashing things up generally. After running down the full length of I street they became entangled in the brush in the west part of town and ended their racing. Mr. Selleck was not injured and the horses also escaped unhurt, but some of the furniture was badly damaged and two wagons were pretty well used up.

## ALMEDA ONE OF THE GREAT OREGON MINES

Have Expended More than \$250,000  
in Important Development  
Work.

During the last few months much has been said in the newspapers regarding the mines of the Galice district and of the Almeda Consolidated mines properties, which consist of claims on both sides of the Rogue river three miles below the Galice post office. The smelter is on the North Side mine, made up of three claims, namely, the Monte Cristo, Bonanza and Keno, besides two adjoining claims located on other veins covering building and smelter sites, and making in all 100 acres belonging to the North Side mine. The ore body occurs in the Monte Cristo and Bonanza claims and measures a total of 2300 feet in length on the surface, with an average width of 100 feet. Four thousand (4000) feet of underground development has opened up this ore body for a distance of 1300 feet in length, giving a maximum depth of 650 feet, with a mean depth of 325 feet and 100 feet wide, which defines a block of ore ready to mine, containing 42,250,000 cubic feet, or 4,225,000 tons.

The tunnels now under way which have already opened the ore body for a distance of 1300 feet in length will be continued to the end of the ore body, giving a total length of 2300 feet, and a shaft now under way will at once be sunk to a depth of 500 feet below the present workings with levels every 100 feet, driven the entire length of the ore body, thus blocking out an ore body 2300 feet in length, containing approximately 238,000,000 cubic feet, or 23,800,000 tons of ore. Of course at this depth this huge ore body is scarcely scratched, so to speak. However we consider it unnecessary to follow future proposed underground development further than to state that the shaft now being sunk is equipped for 1000 feet and will be continued until it reaches that depth. In the meantime the big main working shaft will be equipped for 3000 feet depth and will be the largest shaft in the Northwest.

These facts have been secured from official sources and can be relied upon as correct in detail. The work of development has been going forward on these properties for more than ten years and at a cost of \$250,000. The amount mentioned as expended includes more than three miles of expensive surface road, more than a mile of underground workings, mine equipment and buildings. The amount of ore blocked out at this time will amount to an immense tonnage of commercial ore.

This wonderful mine only needs transportation to become a world producer and this will not be long delayed. It will be a proud day for Southern Oregon when the Almeda commences work under favorable conditions; it will make its mark in the mining world.

## COOK REACHED THE NORTH POLE

TO AN AMERICAN BELONGS HIGH  
SCIENTIFIC HONOR

## TRIUMPH OF THE CENTURY

What Is Said About the Event by  
Explorers and Other Noted  
Men.

The announcement has been made that Dr. Frederick Cook, an American, has reached the North Pole. This dispatch comes by the way of Copenhagen and it goes on to say that the North Pole was reached on April 21, 1908. It will be seen that more than a year and four months has passed since this glorious achievement was made, and yet the intrepid explorer has just reached civilization. The news came in a manner that left some doubt in the public mind as to its correctness, but the best authorities are inclined to believe that it is true. The dispatch says Dr. Cook is now aboard the Danish government steamer "Hans Egede," and is now en route to Denmark.

The news came in the official report of the Inspector of Greenland to the Danish government today, who made his report from Orwick, Shetland Islands.

Since the pole was discovered Dr. Cook has been endeavoring to fight his way back to civilization.

He was left practically alone for over a year since his companion was taken sick and returned to the outside world for treatment. Cook was accompanied only by Eskimos on his northernmost dash.

When the news reached London there was great excitement in scientific circles and much talk generally regarding the event. A dispatch says:

After reading a brief summary of Dr. Frederick Cook's dash to the North Pole, Lieutenant Ernest H. Shackleton, who recently led on expedition to the Antarctic regions, said no one had a right to be skeptical. There was nothing in the explorer's statement but what was possible.

"Consequently," continued the lieutenant, "I don't think the time it took him to return is against his statement. The question is, what distance was he actually from the Pole when he started with the Eskimos? He must have gone 12 miles a day to cover the distance given in 35 days. No other expedition has been able to do anything near this, as two miles a day is considered good progress; but Cook must have traveled over absolutely smooth ice, which is an unique condition."

Later information from London says: A dispatch to the Daily Mail from Copenhagen says that Dr. Knud Rasmussen, the Danish explorer, who now is making ethnographical studies in North Greenland, met Dr. Cook at Cape York. Rasmussen's mother was an Eskimo woman, and he speaks the language fluently. He had a long conversation with two Eskimos who accompanied Dr. Cook to the Pole. They confirmed every detail given by Dr. Cook.

While in no way disparaging the efforts of Dr. Ferdinand Cook, nor questioning the explorer's meager statements regarding his successful discovery of the North Pole, Dr. L. O. Wolf, surgeon with the Peary expedition of 1905-6, and at present a resident of Portland, is inclined to the opinion that Cook infringed on Peary to the extent of taking advantage of the route which Peary has been working out for the past 20 years. In other words, Dr. Wolf intimates that Cook did not observe the ethics which exist among Arctic explorers, and that Cook should have, out of courtesy to Peary, sought some other route for his dash than the one Peary has laboriously outlined.

Dr. Wolf explains, further, that the dash of Cook was not taken at a time unusual for the Arctic pole chasera. The date of reaching the

pole is placed by Dr. Cook at April 21, 1908. Dr. Wolf shows that the date of Peary's farthest north was April 26, the Duke of Abruzzi was April 25, of Nansen April 7, and of Peary in 1902 was April 21. These dates all demonstrate that the various explorers made their trip at the same period of the year as Cook.

**Cook's Remarkable Speed.**  
The one feature of the Cook expedition which stands out as most important, aside from the pole's discovery, according to Dr. Wolf, is the phenomenal speed which Cook made in his dash. It is believed that the element of luck or chance must have played a remarkable part in Cook's dash to have enabled him to cover such a distance in such a short time. The progress of Cook over the ice is a record in itself just as his discovery of the pole makes history.

"There is really little that can be said concerning the achievement of Dr. Cook," said Dr. Wolf, who is personally acquainted with the successful discoverer, "until the world receives more details and a more complete account than what has been received. Thus far, the news of the discovery has been confined to the barest announcement of his discovery and that he has been successful. Beyond this we have little, the facts being few, and all the rest is conjecture and speculation. By this I do not wish it understood that I am discrediting the discovery by Dr. Cook. Such is not my intention, but what I mean to convey is that our sum total of information is small and before we are acquainted with the results of the expedition we must wait for Dr. Cook to arrive in civilization with his proofs.

"Naturally, Dr. Cook will fortify himself with all the proofs he could obtain. These will be astronomical observations. It is almost impossible for Dr. Cook to fake his proofs. While it is true that an expert might compile calculations without reaching the Pole and present them as proof, such calculations, if manufactured, would scarcely stand the microscopic scrutiny to which the data of Dr. Cook will be subjected. Such investigation and examination, of course, will not be for the purpose of endeavoring to disprove the statement of the explorer, but will be made in order to settle beyond question that Dr. Cook actually stood at the Pole.

"The winter trip is not new. It has been repeatedly tried before, as the dates of the farthest point north attained by various explorers prove. Peary reaching his farthest twice in April and the Duke of Abruzzi and Nansen also going their highest in April. Thus, the same time for making the dash is always utilized. When I was with Peary, the sun set in September. When the sun sets, absolute darkness follows until the return of the sun, with the exception that once a month during the winter night there is a full moon. During the period of absolute darkness a man can do nothing. The explorers remain on their ship or in their huts. When the full moon comes it is possible to hunt, and during these days the Eskimos can get reindeer, muskox and Arctic hares. After the moon has disappeared no progress can be made, everyone being penned in owing to the darkness.

"When ready to make the dash, preparations are carefully made, and the ship or huts are left by the light of the last moon in February. Following this moonset the sun rises. The first day there are a few moments of sunlight, and as the days progress the sun appears for a longer period, until, finally, there is sunlight for 24 hours.

"It has been figured that from the most north land to the Pole is 500 miles, the round trip being 1000 miles. A man must average 10 miles a day on this dash. This is because the last full moon for the north trip until the ice begins to break up there is a period of 95 or 100 days. It is absolutely necessary that the explorer be back by that time, for if he is north of the break, he cannot cross the widening stretch of water and cannot, consequently, reach his supplies.

**Made Seventeen Miles a Day.**  
"According to the dispatches, Dr. Cook must have traveled at the rate of 17 miles a day from the time he left Point Hubert, March 17, until he reached the Pole, April 21. It must be taken into consideration that traveling in a straight line is not