

Rogue River Courier

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GRANTS PASS, JOSEPHINE COUNTY, OREGON.

FRIDAY, OCTOBER 13, 1911.

NO. 28.

GOOD ROADS MASS MEETING FRIDAY

ADOPTS RESOLUTION FAVORING BONDING FOR \$500,000.

PERFECT ROADS NEEDED

Citizens of County Express Themselves Favorably on Bond Issue Propositions.

Text of resolution adopted unanimously at mass meeting Friday evening:

"Be it resolved by this mass meeting of the citizens and tax payers of Josephine county that the interests of this county can best be served by the honorable county court in the calling of a special election to enable the people of this county to vote upon the question of issuing of \$500,000 bonds for the building of roads. We believe that the time is opportune, that such work could be done now cheaper than during the past few years, and that the bonds issued would find a ready sale at a good price, and for the reasons we earnestly petition and recommend that the honorable county court of this county shall at the earliest practical date cause to be held an election to enable the voters of this county to vote upon this question.

"Be it further resolved that the several Granges and other organizations throughout the county be invited to co-operate in this movement."

There has never occurred in any city a more earnest meeting than that of Friday evening in Grants Pass when a large number of the residents of city and county unanimously voiced their approval of permanent highways for Josephine county, including connection with the harbor at Crescent City on the California coast.

The opera house was filled with enthusiasts for the proposed bond issue for good roads, yet the meeting was remarkably free from bombastic utterances, each speaker, while impressing his views in a sincere manner, confining himself to facts and conservatism. The net result was that the movement for good roads and a bond issue which to pay the cost, was launched on a permanent basis, and is expected to grow in volume until success is achieved, and not like the glass of sparkling champagne, which bubbles to the rim and then falls flat.

The question of the soundness of the present state law allowing bond issues for road improvement was discussed, and while it is the general belief that the law would die before the state supreme court, yet that fact is looked upon as a detail which will be corrected. The composite opinion in the city is that now is the time to launch a campaign for good roads, and be ready when the law is perfected, as it surely will be, as the counties of Oregon will not longer be kept in the rear of the progressive geographical divisions of the Pacific coast. The present status of the good roads law seems to be that it is a deal letter because the legislature failed to pass an enabling act; in other words, while the people placed a law on the statute books, empowering counties to bond for good roads, yet the legislature, in failing to pass an enabling act, left the various county courts without power to call special elections on bonding for good roads; no way is laid down setting forth how the county courts shall go about the business; they have no method of procedure. However, it is stated by leading spirits in the movement here, that this defect will be corrected and that now is the time to begin a campaign of education at home.

While the plan is for good roads over the entire county, yet the chief incentive is a promised reduction

MURPHY GRANGE ORGANIZES WITH 35

T. L. Lee, state organizer instituted a grange at Murphy, Tuesday, October 10, with 35 members. The following officers were elected: Master, L. M. Mitchell; overseer, E. J. Brown; lecturer, Miss Winnie Osborn; steward, Eugene Hays; assistant steward, Elmer Gilmore; chaplain, Daniel Smith; treasurer, Ward Hyde; secretary, R. S. Dahlberg; gatekeeper, P. R. McFadden; Ceres, Josie Osborn; Pomona, Mrs. D. A. Hackney; Flora, Elsie McFadden; assistant lady steward, Annabel Lieth.

Mrs. M. E. Pollock has sold her home on C and Elm streets, and left Thursday morning for Glendale, where she has purchased a place about five miles north of that place, where she will reside. She was accompanied by Mrs. Emma Dooley. Mrs. Pollock's place here was sold to a Mr. Garrett, the same man from whom she purchased the farm near Glendale.

IT GOT THERE.

TACOMA, Oct. 12.—A stein mat, addressed simply, "Stevens, Anti-Treating City, Wash.," was delivered here yesterday afternoon without an hour's delay.

in freight rates. This is to be made possible by the use of the ocean gateway at Crescent City, midway between Portland and San Francisco. The Rogue River valley, although but 100 miles from the ocean highway, bears an average freight rate of \$25 per ton from San Francisco or Portland. The present rail rate from San Francisco exceeds the mule team rate that prevailed over the same route during the mining era 50 years ago.

John T. Flynn, harbor engineer of the California River and Harbor league of San Francisco, in his address to the mass meeting, estimated that 10,000 tons of products and merchandise would pass over an auto truck road to and from Crescent City each year; thus effecting a saving of \$125,000 a year to the producers and consumers of this county over the present rail rate. With the opening of the Panama canal, it is estimated by Mr. Flynn and other traffic experts that the tonnage through this gateway will reach 100,000 tons a year.

At the opening of the meeting, President Sabin of the Commercial Club was unanimously elected chairman of the mass meeting. President Sabin then briefly stated object of the meeting, explaining that it was a meeting of the citizens at large, held under the auspices of the Commercial Club. He stated that the principal speaker of the evening would be Mr. John T. Flynn, engineer of the California River and Harbor league, who would give the people of the city the benefit of his expert knowledge of traffic by sea and land and the benefits of good roads, but before introducing Mr. Flynn, Mr. Sabin stated that they wished to hear from Judge H. H. Basler. Judge Basler then spoke as follows:

"I wish to go on record as favoring good roads. I have confidence in Grants Pass and Josephine county that they will accomplish in due time all that is best for any community. We hear complaints and mutterings because this or that is not done. I was here only three months when I said in a public meeting that I had confidence in the people in this city and county because of what had already been accomplished. Considering the environment here, I said to my friends in the east when I was ready to take my departure from my old home to Josephine county that I was going about as far west as it was possible to travel on a railroad; as far as possible from Portland and San Francisco.

"When you consider that we are on the 'frontier,' we should take this fact into consideration in making comparison of this country with others, that this is a region of heavy

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GREENBACK MINE HAS NEW OWNERS

FAMOUS MINE HAS PRODUCED NEARLY THREE MILLIONS

OUTSTANDING CLAIMS PAID

Robert C. and Frank C. Robertson of New York Are Purchasers of Property.

The noted old Greenback gold mine, located 20 miles north of Grants Pass, has just been purchased by two New Yorkers, Robert C. Robertson and Frank C. Robertson, father and son respectively, of Parish, New York.

The new purchasers have had no connection in the past whatever with the property, being new blood with new money in Josephine county.

All claims against the property have been paid by the eastern men, more than \$7000 in cash being distributed through Attorney C. H. Clements and Attorney R. G. Smith, attorneys for the claimants.

Just what was agreed upon as the purchase price is not known, but it is known that it was a ridiculously low figure, the costly machinery being estimated worth four or five times the purchase price of the mine and plant.

The Greenback is credited with a production of \$2,000,000 to \$2,500,000 and in its palmy days carried a big payroll. The same conditions are promised again, as the mine is considered a valuable one, its later troubles, so it is alleged, being solely due to mismanagement.

William H. Brevoort of New York has been considered the largest owner in the property.

In coming to Grants Pass the new owners of the Greenback came to look at another property and did not know of the Greenback at the time of their arrival.

WALKOUT OF SHOPMEN IN LOCAL ROUNDHOUSE

The home shop force at the Southern Pacific plant in this city, consisting of five men, walked out at 11 o'clock this morning, and as a result the force now consists of Foreman Harry Bodley, Mike Galvin, hostler, and two strikebreaker boiler-makers recently sent here.

The retiring workmen refused to handle material intended for use of the two strikebreakers.

Those who quit are Fred Isham, J. P. Martin, J. R. Gunning, Clarence Burk and Norman Holt. Mike Galvin, who remained at work, stated that with three more months of work for the company, he will be entitled to a pension, and for this reason he will continue as an employee.

One of the shopmen who walked out said this afternoon:

"The trouble came when Foreman Bodley ordered Fred Isham to go down the tracks and shove up a push car loaded with material for the shop Isham brought the car up, but on the way he suspected that the load was intended for the two strikebreaker boiler-makers. He shoved the car on toward the roundhouse, however, but left it standing on the main track near the water tank, and went in and asked the foreman if the material was intended for the two strikebreakers. Isham received the reply that it was. Then he said to the foreman: 'Well, the car is out there, on the main track, you can send somebody to get it.' The foreman replied 'That's all right; we will soon be done with you anyway.' To this Isham replied: 'You are done with me right now.' Then Isham quit. Another one said: 'Well, if you quit, so will I.' Then all of us quit. We do not intend to besmirch our reputations in the eyes of our brother laborers elsewhere. We are not affiliated with the union because no organizer was sent here to organize us. We are just as loyal

ALTHOUSE PIONEERS OF 1845 VISIT OLD SCENES

The early days of Oregon are vividly recalled by the presence of Mrs. Mary Miller of Portland, widow of "Uncle Billy" Miller of Salem, who is visiting her sister, Mrs. A. J. Howell, a recent arrival from San Diego, who intends to make Grants Pass her home.

Mrs. Miller enjoys the distinction of visiting Grants Pass on the first train that entered the city in the early 'eighties.' It is needless to say that she is surprised as well as pleased at the remarkable progress made in the meantime. But the changes witnessed in Grants Pass, although great, are nothing, compared with the changes which the two sisters have witnessed in Oregon and California since their arrival by ox team in 1845. Mr. Miller and Mrs. Howell, wife of Captain A. J. Howell, formerly of Crescent City, are the daughters of Captain John Martin, who crossed the great American desert by ox team in 1845, the family settling near Champoeg, in what was then known as "French Prairie."

The daughters, although but five and seven years of age, distinctly recall the exciting incidents of the trip, including the raft voyage down the Columbia river from The Dalles to Portland. The emigrant train consisted of several hundred persons, and was piloted through by the famous guide and Indian fighter, Col. Joe Meek.

Although the two sisters have traveled extensively and have property interests widely scattered, they both say that there is no place like southern Oregon, to either begin or round out a happy old age. And they show it.

Captain A. J. Howell, husband of the younger sister, who came to Portland in 1852 and followed gold rush to Althouse in 1853, later going to Crescent City, where he has large property interests, is an earnest advocate of the proposed auto freight road to the coast. Nobody knows the value of good roads better than Captain Howell, because he rode horse back knee deep in mud from Portland to Althouse, and then paid \$50 for a sack of flour, notwithstanding the fact that the same article was being sold for five dollars per sack in Portland. But the miners had the \$50 all right. Captain Howell, although 81 years old, expects to see another gold rush in Josephine county. He says the source of the placer gold is still here in ledge form.

FIRST CELEBRATION OF COLUMBUS DAY

Grants Pass, in keeping with other towns and cities of Oregon Thursday observed the first holiday in honor of Columbus. The county offices, schools, a number of business houses and the banks closed doors and pupils business men and clerks spent a day in recreation.

The law creating Columbus Day was passed by the last session of the legislature and reads as follows:

AN ACT.

"Setting apart and declaring the 12th day of October in each year to be a public holiday in commemoration of the discovery of America by Christopher Columbus.

"Be it enacted by the Legislative Assembly of the State of Oregon:

"Be it enacted by the people of the State of Oregon:

"That the 12th day of October of each year shall be and the same is hereby set apart and declared to be a public holiday under the name and title of 'Columbus Day.'

The postoffice will remain open, as the holiday is a state affair and not recognized by Uncle Sam.

Bulbs for spring planting now on hand at Craner Bros. 10-13-11

to the cause of labor, however, as if we were members of the union.

"An engineer said to us only a few days ago that if trouble came we need not fear, that the engineers would see that 'we did not go hungry.'"

The retiring workmen were in cheerful spirits and said that they were ready to go back to work for the company whenever the federation strike was settled.

PRESIDENT TAFT IN GRANTS PASS

CHIEF EXECUTIVE MAKES A BRIEF ADDRESS HERE.

INTRODUCED BY HAWLEY

Large Concours Turns Out to See and Hear the Nation's Chief Executive.

Thursday evening at 8:15 o'clock the city of Grants Pass welcomed the president of the United States, and listened to a speech of two minutes' duration, Mr. Taft speaking from the platform of the rear coach of his special train.

Mr. Hawley had telegraphed to Postmaster G. W. Donnell that the president would arrive and speak 10 minutes. This The Courier gave publicity, but at 7:10, 50 minutes before the train was due, the Courier received the following message sent from Glendale:

"To the Rogue River Courier, Grants Pass, Oregon:

"Telegram received. In order to maintain schedule will be able to stop only two minutes at Grants Pass.

"Charles D. Hilles, secretary to the president."

The presidential party remained much longer than two minutes, however, and but for the unfortunate condition of Mr. Taft's voice, he would no doubt have spoken vigorously and had something interesting to say.

The presidential train is a luxurious one of seven coaches, including baggage car and diner. The party is composed of a few friends of the president, secretaries, stenographers, secret service men and an ample aggregation of servants, white and black.

It was a throng of good natured people which greeted the presidential train as it rolled across Sixth street and stopped a short distance below the crossing of Sixth and the railroad. The news given this city by The Courier Thursday evening that the President would speak here a few moments brought out hundreds of pedestrians and autos loaded to capacity, and the crossing was blocked with humanity. The special train arrived at about 8:10 and spent about 15 minutes in the western yards before getting down to where the crowd was in waiting. When the train did roll down, however, with President Taft and members of his party, including Representative W. C. Hawley, congressman from this district, a cheer of fairly good lustiness went up and the president bowed in acknowledgment. Mr. Hawley then addressed the assemblage, stating that President Taft was suffering from hoarseness as a result of many speeches during the past few days, and, as a consequence, would be able to only speak briefly. "I now have the pleasure," said the congressman, "of introducing to you the most distinguished citizen of the world, William Howard Taft, the president of the United States."

Mr. Taft responded immediately, repeating the information that Mr. Hawley had given, that is, that his throat was in too serious a condition to make but a few remarks. He said: "I am glad to be among such a happy, healthy, prosperous and handsome people. The handsome part applies to the ladies, and if any of the men take it to themselves, I can't help it. "I wish to say to you that I hope Oregon and these fertile valleys will continue to prosper and grow as they have in the past. Now I must say good night, and may God bless you."

There was a spontaneous moan of disappointment from the crowd at this brief speech, but it was recognized that Mr. Taft could not do more while he carried such a "frog

DON'T CATCH STEELHEADS NEAR THE FISH RACK

Any man, woman or child who goes fishing in the Rogue and takes a salmon or steelhead within two miles below the government fish rack, located a short distance above the city limits will be arrested by the deputy game and fish warden, Sam L. Sandry, so declared that officer today. The deputy warden has asked that The Courier give publication to this fact.

When Mr. O'Malley, the government fish official, addressed the city council on the fish rack subject he declared, when questioned on this line, that everybody could fish when and where they pleased. But now it seems that only "trout" can be taken, and the law reads that steelheads are salmon. The law as to fishing in proximity to a rack reads:

"Section 5286, Racks and Other Obstructions for Hatchery Purposes.

"The fish commissioner and the fish commission of the United States government, or any individual operating hatcheries in this state, are hereby authorized to erect racks, traps, or other obstructions across any of the streams in this state for the purpose of obtaining salmon for propagating purposes, and it shall be unlawful for any person or persons to injure or destroy any such racks, traps or obstructions by any means whatever, or take, kill, destroy or molest any salmon within two miles below any such rack, trap or obstruction across any stream in this state."

Thus it is seen that no salmon can be taken within two miles below the government rack. And steelheads are classed as salmon by the following:

"Whenever the word 'salmon' is used in this act the same shall be deemed and held to include chinook, steelhead and all other anadromous species of salmon and trout."

Sandry has just received a letter from R. E. Clanton, master fish warden, instructing him to see that the law is enforced, and Clanton enclosed a copy of a letter from Attorney General Crawford in which the attorney general says the law is clear and that a steelhead is a salmon.

Sandry estimates that Dead Man's Island is about the two-mile limit.

WASHINGTON, Oct. 12.—Dr. Harvey W. Wiley, the pure food man, is slated for a distinguished position in the United States cabinet, according to a report here today that if a department of public health is created by congress at its next session, Dr. Wiley will be placed at its head.

In his throat."

At the close of the president's "Good night and God bless you," the train should have started. That was the psychological moment for the engineer to pull the throttle open, but he didn't pull, and Mr. Taft, Mr. Hawley and the other members of the presidential party stood in awkward silence. The crowd also stood silently, except for an occasional "Hello Bill," from the audience, until some one called out: "Hawley!" Then another called "Hawley," and another, until Mr. Hawley, with his face in smiles, shook his head. President Taft took in the situation and spoke to the throng again, saying:

"You have a good congressman, and if you have the good sense I think you have, you will keep him there."

Tom Fuson, manager of the Grants Pass opera house, and who was in the bald-headed row, whooped out: "He will have to turn insurgent if we do!" At this little sally at Mr. Hawley's expense the big jovial president of the American republic laughed merrily, and began to joke Mr. Hawley, who was one of the few western republican congressmen who, during the recent turbulent times, has remained a loyal supporter of the administration. Just at this moment the train moved, and quickly faded down the track, bearing Mr. Taft to San Francisco, where he will be a guest of the city and will be the principal figure at the ground-breaking ceremonies which are to mark the opening of the work of construction for the Panama-Pacific International exposition.