

# Rogue River Courier

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GRANTS PASS, JOSEPHINE COUNTY, OREGON.

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## THREE SMITHS UP FOR CITY'S MAYOR

THE VOTERS CAN HAVE THEIR CHOICE OF INITIALS.

E. V., DR. J. S., ROBERT G.

Socialists Put Full Ticket in the Field—Councilmen Nominated.

For mayor of Grants Pass—E. V. Smith.

For treasurer of Grants Pass—James Holman.

For treasurer of Grants Pass—G. P. Jester.

It was one of the "quickest" political conventions on record—that mass meeting at the Fuson theater last night to nominate candidates for mayor and for city treasurer, and as a result the town is confronted with a formidable array of Smiths in a free-for-all race for the mayoralty. Five hundred residents of Grants Pass packed the pit of the opera house, so much so that a number of both the pompous and the timid had to seek roosting places where the gallery gods usually hold forth.

For mayor of Grants Pass—J. C. Smith.

For mayor of Grants Pass—R. G. Smith.

Joseph Moss was elected chairman and James Slover was named as secretary.

The chair then announced that nominations for mayor were in order. M. J. Anderson took the floor and nominated Dr. J. C. Smith.

C. W. Hunton nominated E. V. Smith, socialist, and president of the Rochdale co-operative store.

Isaac Best nominated Attorney R. G. Smith.

It was then moved and seconded that the convention not ballot in convention but allow all names to go on the official ballot. Carried.

Justice James Holman was nominated for re-election as city treasurer. George P. Jester, socialist, and cashier of the Grants Pass Banking and Trust company, was nominated as Justice Holman's opponent.

The convention then adjourned after being in session only about 15 minutes.

From Thursday's Daily.

The qualified voters of Grants Pass rallied in the four wards of the city last night, did politics with a vengeance and as a result four faces which have been seen around the council table in the past will be seen no more in deliberations in that classic hall.

Eight men, two from each ward, were nominated to run for the four vacancies, the four candidates getting the highest vote at the next city election to be declared the winners.

The method of procedure in all wards except the fourth was the old New England town meeting, wherein those two candidates receiving the highest number of votes on a single ballot received the nomination. In the fourth ward, the caucus adopted other procedure, and as a result four ballots were taken before two men were chosen. At the opening of the caucus, somebody moved and somebody seconded the following:

"Resolved that this meeting shall proceed to nominate candidates in the following manner, viz: That the person declared to be the nominee shall receive a majority of all votes cast in such ballot or balloting. If two candidates are to be nominated, that we proceed to elect one at a time and then proceed to nominate and elect the second one by the same rule."

Then the balloting proceeded. On the first ballot, W. E. Everton, socialist, received a majority over all and was declared nominated. Then the caucus proceeded to ballot on the second man. The first ballot result-

ed in a tie between M. J. Anderson and C. D. Smith, 26 to 26.

Third ballot, Smith 31, Anderson 25. No nomination owing to the fact that two ballots were cast for Everton and one a blank, thereby giving no majority over all.

Fourth ballot, Smith 31, Anderson 26.

Smith and Everton, nominees.

In the first ward, R. D. Cole was elected chairman, W. M. Haury, secretary. The balloting resulted: G. M. Caldwell, socialist, 25; Frank South, 23; J. G. Riggs, 4; and one complimentary vote for H. P. Tracy. Total, 53 votes.

Caldwell and South, nominees.

Second ward, J. A. Pittinger, socialist, 12; Tom Williams, 35; C. L. McPherson, 4; S. W. Phillips, 9; Angus McLean, 16.

Williams and McLean, nominees.

Third ward, H. J. Clark, 15; G. W. Sturgeon, 10; Herbert Smith, 4. Clark and Sturgeon, nominees.

## NEW AUTO FIRE TRUCK AWAITS OFFICIAL TEST

That \$5500 American-La France auto fire engine for Grants Pass arrived from Elmira, New York, and has been placed in Olding's garage until a company expert lands in the city to try out the machine for the city powers that be. The engine is yet in the ownership of the company, and will be accepted by the city when tested and found satisfactory.

The new machine is an imposing one, and seems to be able to do all that was promised for it. It is 70-horse power, double chain drive and painted a flaming red, as all fire apparatus is supposed to be. It carries cushion tires, the rear tires being of the dual type. Hose capacity 1500 feet, and with 200 feet of chemical hose in addition. It is equipped with one 22-foot ladder and one 12-foot ladder. A large searchlight sets high and is lighted automatically. Two Babcock fire extinguishers form part of the equipment, and can be taken into a building to extinguish a small blaze, thereby not disturbing the larger chemical apparatus.

A wide foot board at the rear will accommodate six firemen, easily, and in emergencies more can ride. Two seats in front accommodate the driver and assistant. Other firemen can pile on indiscriminately and altogether the machine can take a big load of men to a blaze.

Lettering on the machine reads "Grants Pass, No. 1."

**Lower Insurance Rates.**  
The underwriters organization of the coast has a man here now mapping the city with a view of lowering the insurance rate. A ten per cent reduction is promised with a possibility of 12 or 15 per cent cut.

The city government plans to keep two paid men at the fire house, both of whom are to perfect themselves in the mechanism of the new auto apparatus.

When the new fire wagon makes a run now the volunteer firemen will have to get a speed-ball move on, or they will not be in on the work. It is expected that a complete re-organization of the department will result from the purchase of the auto machine.

The company's expert is due here and is expected to arrive on any train from the north. He is sent from the company's branch office in Portland. Until he arrives and the machine is accepted, the company will pay garage expenses.

## GOLD HILL FOLKS BURY MOSSBACK SPIRIT

In the enthusiasm of carry a \$25,000 improvement bond issue and charter election by a five-to-one vote citizens of Gold Hill Monday night buried in effigy a "mossback" and the old city charter—two elements which they declared have long been in the nature of millstones about their necks, in the march of progress. Celebrating citizens lowered the effigy form of the fast fading "mossback" into a hastily dug grave, and in his hands rested the old charter. Dr. C. H. Smith delivered a funeral oration. The meat of his talk was that Gold Hill was entering upon a new era of prosperity.

## S. P. RY. CHIEF AT GRANTS PASS

JUDGE R. S. LOVETT AND OTHER OFFICIALS ON TOUR OF LINE.

## WILL NOT BUILD TO COAST

Puts End to Speculation Regarding Harriman System Extending to Crescent City.

Judge Robert S. Lovett of Texas and New York, executive head of all the Harriman railroads in the United States and Republic of Mexico, accompanied by a group of other officials of the various Harriman lines, were in Grants Pass Tuesday afternoon at 3:50 o'clock.

Judge Lovett was on a tour of inspection of the Harriman properties, arriving two days ago in Portland. He is traveling in a special train, and among the officials accompanying him on this trip to the south are William Sproule, president of the Southern Pacific proper; A. A. Calvin, general manager Southern Pacific; D. W. Campbell, general superintendent; H. E. Lounsbury, general freight agent, recently promoted; L. R. Fields, superintendent Southern Pacific lines in Oregon; T. Y. Younger, master mechanic Southern Pacific lines in Oregon; C. P. Robinson, general freight agent of O. R. & N., and C. C. Price, President Lovett's secretary.

Speaking of Judge Lovett's presence in Portland, the Oregonian said in part:

"For the first time since the Harriman railroad system was reorganized seven weeks ago, the presidents of the three big roads of the system met yesterday with Judge Robert S. Lovett, Mr. Harriman's executive heir, and conferred on questions of policy concerning the future conduct of the business.

The plan to bring the roads into closer relationship with the people seems to be uppermost in the minds of the Harriman officials, and whatever steps are necessary to accomplish that end will be taken. Details of carrying out that idea will be left in the hands of the heads of the various divisions—J. D. Farrell, of the O.-W. R. & N. company; William Sproule, of the Southern Pacific, and A. L. Mohler, of the Union Pacific.

"Judge Lovett declared yesterday that the situation in the northwest is very satisfactory to him and spoke hopefully of the future."

From Wednesday's Daily.

Those trusting souls of Grants Pass and Josephine county who have hoped against hope that the Southern Pacific Railroad company would build a railroad from Grants Pass to Crescent City, on the California coast, thereby enabling an outlet to a harbor, may as well cease from further solicitude in the matter, because Judge Robert S. Lovett, executive head of the Harriman lines in the United States and Mexico, gave it out flatly Tuesday afternoon in Grants Pass that his corporation would not build a railroad from this city to Crescent City, or elsewhere from this place to the coast.

The statement of the Harriman chief came in answer to a question propounded to him by the city editor of The Courier. Yet, from other remarks made by the official, it was learned that the company may within a year, two years or some other number of years, build a line into the Illinois valley, not to be extended however so far that it would dip its rails into the blue Pacific and cut that present \$25 a ton freight rate in two.

Judge Lovett and his party gave only a quarter of an hour to Grants Pass in their journey south on a tour of inspection. There was no stopover, no dinners, no speeches, no bouquets, verbal or otherwise; neither did the party take a spin over the town. There was a generous gathering of business men at the passenger station to greet the officials when

they arrived on their special train and, as most of the railroad men are known here, their stay, though brief, was pleasant.

Realizing the stop was but for a few moments, the representative of The Courier decided to get some authoritative expression, if that be possible, from the head of the combined corporations regarding the much talked of road to the coast.

"Have you any word of an encouraging nature to give the people here?" asked The Courier representative of Judge Lovett.

"Well, I don't know of any particular thing I can say except that you have a beautiful town," Judge Lovett replied. Blarney was nice but not in order, thought The Courier representative, who replied, "A live question here, Judge Lovett, is whether you intend to build a road from Grants Pass to Crescent City. Can you give us an expression on that?"

"Crescent City, where is that town?"

"On the California coast, one hundred miles southwest of Grants Pass."

"Oh, on the coast. No, we do not intend to build a road from here to the coast," was the plain statement of the Harriman chief. Then other Grants Pass men took part in the conversation and stated to Judge Lovett that there were vast undeveloped resources contiguous to Grants Pass, lying dormant simply from lack of transportation.

"Well, develop the resources, and we will build the roads," said the railroad chief.

"But, how can we develop the resources until we have railroads?" asked H. B. Reed, of Grants Pass and Kerby; and Mr. Reed continued: "I have a little patch of 100 acres in the Illinois valley that I would put into fruit, but I can't haul that fruit in a wagon 30 miles to market."

Then Judge Lovett said: "That question is one of the knotty problems the railroad managers have to face, that is, when and at what stage would a road be built that the road would pay in an undeveloped region; and an undeveloped region can not be developed without transportation. It takes much wisdom to decide the real time when railroad improvements should be made," and he continued:

"Just you people out in your valley, wait a while longer."

"They have been waiting 40 years now," replied Mr. Reed.

"Well, if they have waited that long they can afford to wait one more year. Mr. Sproule, the president of the Southern Pacific, is looking over this region and other regions with a view to finding profitable routes as feeders, and if your region is worthy and will pay, then we will build a road. That's common sense and good business," and the train pulled out.

## NORTHERN TRUST CO. TO FINANCE ELECTRIC

Medford Sun is optimistic regarding that proposed interurban electric railroad from Grants Pass to Ashland. The Medford paper says:

"The preliminary and initial step of the Oregon Southern Railroad company has been completed with the agreement of the Northern Trust company of Portland, Oregon, to accept the deed of trust for \$10,000,000 for that company and place the same with a bonding company.

"The matter was consummated Monday and now only awaits the signatures of the heads of the railroad before it becomes effective. With this accomplished, the financial success is assured and skeptical ones who would demand to know that the backing of the concern may be able to know with a certainty that the company has sufficient capital to build and maintain an electric line for a number of years at least."

John Minor Booth was a passenger on the southbound train Thursday morning, going to Eugene, Portland and Yoncalla. At the latter place he will spend several days on the farm of his nephews and will enjoy a hunting trip with the young gentlemen. Mr. Booth expects to be absent several weeks.

Classified ads. work wonders.

## THE GOOD ROADS BOND ACT VALID

DECISION HANDED DOWN BY CIRCUIT JUDGE CALKINS.

## NOW UP TO SUPREME COURT

If Decision is Sustained Nothing Stands in Way of this County Bonding.

Judge F. M. Calkins has handed down a decision that the county court of Jackson county had all authority to call a bond election for good roads. The matter will now be taken to the supreme court, and if Judge Calkins is sustained there will be nothing in the way of Josephine and other counties issuing bonds under the present state bonding law.

Judge Calkins' opinion is as follows:

"The whole burden of the plaintiff's objection is that the county acted without authority in calling the bond election, in that said constitutional amendment is not self-acting, but requires legislation to provide methods of carrying out its provisions.

"A county is a body politic and corporate with powers to make necessary contracts and do necessary acts concerning property and concerns.

"The county court has full authority over roads.

"It is contended that the county has no affirmative authority in law to create indebtedness, but I think that is erroneous. That right is not only recognized in the statutes in the provisions for caring for such indebtedness—county warrants—but is also generally recognized by the decisions of the supreme court. These cases also recognize the right of the county to create voluntary indebtedness to the limit provided by article XI, section 10, before amended.

"I think there is no question that the county has the right to create indebtedness for the improvement of its roads as long as it does not exceed any constitutional limits in that regard.

"The clause, 'but debts for permanent roads shall be incurred only on approval of a majority of those voting on the question is a limitation meaning, 'stop, unless you have the approval of the voters.'

"The next question is, how shall that approval be had? It certainly must be an election, for it provides that it shall be of those voting on the measure, and there is no provision for securing the voice of the people in any other way.

"It seems to me the method of obtaining the approval is immaterial as long as the approval is obtained as a matter of fact.

"And the answer shows that every legal voter of the county was given an opportunity to express his approval or disapproval that 4283 votes were cast on the question and that 2816, a large majority, approved the creation of the indebtedness.

"The next question is, can the county issue bonds for such indebtedness? If the county were to issue its bonds and place the money in the treasury before creating the indebtedness there might be some question; but the order of the court states that the 'bonds could be so drawn and disposed of as not to be issued or to draw interest until the money should be actually received therefor and so expended for such permanent roads.

"The proposed indebtedness is so large as to make some of the conservative citizens grasp, but the legal principles are the same as would be involved in creating an expenditure of \$1500 or \$1.50, for, under the present constitutional amendment the county could not legally create an indebtedness of \$1.50 without the approval of the voters; and I do not believe a fair construction of the amendment will warrant the court in saying to the county court:

"Until you pay all the indebtedness now outstanding against the county, and we have the cash in the treasury with which to proceed, you shall not spend a single dollar voluntarily for any necessary road improvements, because the legislature of this state has not seen fit to provide a method for obtaining the approval of the voters."

"And in arriving at this conclusion I believe the burden is upon the one attacking the legality of such indebtedness to allege and prove that the county has not fairly and seasonably obtained the approval of the legal voters of the county.

"The demurrer will therefore be overruled."

## BEATTIE DIES IN ELECTRIC CHAIR FOR WIFE MURDER

RICHMOND, Va., Nov. 24.—Calmly and smilingly, almost indifferently, Henry Clay Beattie, Jr., walked to his death in the electric chair at the state prison here this morning and paid the penalty for the murder of his young wife. He showed no indication of physical or mental weakness.

He confessed his crime.

## FIRE DEPARTMENT TO BE REORGANIZED

The city council met in special session last night to arrange for a complete reorganization of the fire department. The purchase of the new auto fire apparatus causes the city powers to face an entirely different condition than has heretofore existed, and it was realized that some other system than the one now in vogue must be adopted.

The fire and water committee, composed of Sauer, Phillips and Wolfersberger, submitted a written report to the council recommending that two men be employed for the fire house at salaries of \$70 and \$60 a month respectively and that the new engine be kept in the city hall. The report was adopted.

Mayor Myers then stated to the council that the matter of reorganizing the department was to the front for discussion and for the council to outline an ordinance to be prepared by City Attorney Clements, or for the matter to be placed in the hands of the fire and water committee that it might prepare the ordinance with the city attorney. The latter plan was adopted. The committee is now at work.

It was brought out that leading features of the reorganization will be that the quarters of the two regularly employed men will be at the fire house; that all members of the present volunteer department be invited to become members of the new one; that instead of having a certain number of department members from the city at large, that so many from each ward be designated; a payment worth a man's time, temper, wear and tear of clothes be made to members when they respond to a fire; that the city councilmen be ex-officio members of the department; that the two regular employees give bonds to cover their good conduct and protection to the new fire engine.

The question of \$70 and \$60 a month for the two regular employees was considered by some of the councilmen as probably too small a wage to attract skilled men, or men with ambition and intelligence enough to become skilled sufficiently to race the big auto fire engine through the streets without demolishing everything in sight. However, as the job is easy and quarters furnished, the pay was finally considered sufficient. There are a number of applicants already and the fire and water committee will nominate the two men with the aid of the expert who is to come to try out the machine.

In discussing the volunteer force it was the consensus of opinion that the members must be paid or there would be no turn out to a fire. Yet, the question was what is an equitable amount? The council sought to pay the members what was just to them, and at the same time not make the scale too much of a burden on the taxpayers. The fire and water committee will incorporate the figures in the ordinance to be accepted or changed by the council as a whole. What the amount will be was not decided last evening.