

From Tuesday's Daily.

CONDITIONS OF THE RAILROADS

Chief Engineer Kinney Writes of the Salt Lake-Coos Bay Enterprise.

(Roseburg Review)

Portland, Or., Sept. 17, 1902.
Editor Review, Roseburg, Oregon.

DEAR SIR: My attention has been called to an interview with Mr. Diers published in your issue of the 15th inst., in which there are of many misstatements that I cannot but believe the remarks of my friend Mr. Diers must have been erroneously reported.

Mr. Diers is in no sense the manager of the Great Central Railroad. The contracts for construction of trestle and trestle work at Coos Bay are not in Roseburg, nor have they been let in the manner stated in the interview.

As the chief engineer of the road I am in a position to know as much as any one of the plans and intentions of the company, and I frankly say that I have no definite orders as yet to commence construction, except of the short piece of the line which is now under construction between Empire and Marshfield. The only authority I have is to locate the road through the best country possible and then wait for further orders.

As to the horses being collected for construction, I have this to say. They were purchased by C. E. Cook, who is earnestly collecting an outfit that he may be on the ground and in the best position to get a contract from the company to grade the road between Myrtle Point and Roseburg. I believe it is the intention of the company to complete the road between Empire and Roseburg in 15 months. We ask nothing, we promise nothing, but cheerfully say that the country from Roseburg to Coos Bay by the way of Myrtle Point is truly wonderful.

derful.

I may add that the Great Central Railroad is not in the land business, and therefore will not engage in land deals further than as land is required for actual use for right of way and for operation of the road.

I wish to say this of Mr. J. H. Diers, in whom I have confidence as a man. He is honest, earnest, enterprising and true. In my interview with him at Empire a few days ago he showed a great ambition to speculate in real estate along the line. I suggested that he might resign his position and take advantage of every opportunity to make money in real estate along the line of the road. He decided to do so and accepted my advice to locate at Roseburg as the most favorable point for real estate operations.

In proof of my fairness to the Roseburg people the first statement I made in Roseburg of the definite location of the road was made to your reporter.

With your permission I would like to add something which is of interest to your readers and in favor of one of your citizens. Last March I was invited to attend a meeting of Eastern capitalists at the Palace hotel in San Francisco. At that meeting they offered me the position of chief engineer to investigate the Humboldt Bay and Port Orford seaports for the proposed transcontinental line. In the first meeting Coos Bay was not mentioned. Before the second meeting in the evening I received a four-page letter from C. A. Shelbrede, of Roseburg, Or., presenting Coos Bay and the country to Roseburg in the most concise and interesting manner. After hearing the letter all but two of the people present were in favor of my immediately investigating the Coos Bay region. This I did, with results which you now well know. Feeling under obligation to Judge Shelbrede, he would have been the first to receive a tip on definite location had he been in Roseburg the day I reached there last week, but in justice to the Roseburg people I could not withhold the information in his absence.

Yours earnestly,
L. D. KINNEY,
Chief Engineer.

New York's Subway

The New York subway which is expected to revolutionize intramural transportation, is approaching completion with astonishing rapidity. It is probably the first instance in the history of the great public works of the world that it will be finished ahead of contract time. The contractor has announced that trains will be running by the first of July, 1903, although he is not under obligation to complete the work until January 1904.

BLUEBERRY PARTY

IN THE SAND HILLS

Messrs and Mesdames Judd Mills, W. S. Spoor, M. D. Cutlip, Sherman Cutlip and — Gibson, all of Daniels creek returned Saturday evening from a couple of days' outing and blueberry picking in the sand hills. They had a very pleasant time and numerous adventures and saw numbers of bear and deer.

Perhaps the most thrilling experience was undergone by Mrs. Mills, Mrs. Cutlip and Mr. Spoor, when they attempted to cross a willow swamp. They got lost and wandered around for several hours in a vain attempt to find their way out of the labyrinth. They might have been there yet but for the fortunate ad-

vent of a bear. When Bruin showed up Spoor went up a tree, and he went so high that he saw the sand hills about half a mile away. When the ladies had driven the bear away Spoor came down, and they went in the direction indicated. After traveling a few miles further [Mr. Spoor climbed another tree and saw the sandhills two miles away, and by working this system they eventually came out on the other side of the swamp.

NEW LODGE INSTALLED

AT MYRTLE POINT

Hector Lodge No. 90, K. of P. was installed at Myrtle Point Saturday night by Deputy Grand Chancellor R. H. Mast. About fifty visiting Knights were present from Marshfield and Coquille City. The night was consumed in the work, the special train starting back at 5:15. A recess was taken at midnight, however, long enough for the hard working Pythians to absorb an excellent feed at the Hotel Guerin.

It is disclosing no lodge secret to say that while the goat always shows up at such times, it is not often that a cow plays quite so prominent a part in the initiatory ceremonies as on this occasion.

The new lodge starts with seventeen charter members, and judging from those who were present, some being unable to attend, the membership is of a class of young men who are a valuable acquisition to any order, and Hector Lodge is certainly getting off on the right foot, and has a bright future before it.

The officers installed were as follows: L. A. Roberts, C. C.; F. M. White, V. C.; J. C. Roberts, K. of R. & S. and M. of F.; E. C. Roberts, M. of Ex; C. A. Schroeder, M. of W.; F. E. Schroeder, M. at A; B. Fenton, P; J. O. Stemler, I. G.

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TIMBER LAND ACT JUNE 3, 1878, NOTICE FOR PUBLICATION. United States Land Office. Roseburg Oregon. Sept. 22—1902

Notice is hereby given that in compliance with the provisions of the act of Congress of June 3, 1878, entitled "An act for the sale of timber lands in the States of California, Oregon, Nevada, and Washington Territory," as extended to all the Public Land States by act of August 4, 1892.

MATILDA L. SMITH, of Marshfield, county of Coos, State of Oregon, has this day filed in this office her sworn statement No. 3526, for the purchase of the N. W. 4 of Section No. 26 in Township No. 273, Range No. 11 W, and will offer proof to show that the land sought is more valuable for its timber or stone than for agricultural purposes, and to establish her claim to said land before W. U. Douglas, U. S. Commissioner for Oregon at Marshfield Oregon, on Saturday, the 6th day of Dec., 1902.

She names as witnesses Ed. Wires James Underwood, W. H. Morgan, M. D. Cutlip, all of Marshfield. Any and all persons claiming adversely the above-described lands are requested to file their claims in this office on or before said 6th day of Dec. 1902, 9-27 J. T. BRIDGES, Register.

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