

S. GLENN ANDRUS TELLS OF THE MARVELOUS BEAUTY OF CRATER LAKE IN CHICAGO PAPER

(S. Glenn Andrus, in the Chicago Record-Herald)

Crater Lake, one of the greatest scenic wonders of the world, is soon to come into its own. Within a very short time this marvelous formation, which scientists say was probably caused by the blowing away of more than 6000 feet of mountain heights, will be easily accessible to all who desire to gaze from its precipitous and rocky rim into its crystalline and limped depths.

The transformation necessary to bring this about will be accomplished largely through the instrumentality of Edward H. Harriman, who has just been appointed chairman of a commission to open Crater Lake reservation to the public by means of good roads. Yesterday Governor Chamberlain, who was Mr. Harriman's guest at Pelican Bay visited Crater Lake, in company with Mr. Harriman and a party of prominent citizens of Oregon. The party was conducted by William G. Steel, the man who labored for twenty years unceasingly to induce the government to preserve Crater Lake and its surrounding beauties by making it a National park. Mrs. Harriman and a number of her friends were in the party. From Pelican Lodge, Mr. Harriman's new summer home, the party went to Crater Lake by automobile. The ride is a rough and dusty one, and such is only the strongest of machines can successfully negotiate. It necessitates, for example, the climbing of 15 per cent grades and more than twenty miles of strenuous jolting over rocks and through forests. The trip, however, taken under the favorable conditions which surrounded the Harrimans, is a delightful experience.

Harriman at the Lake

When the party reached the lake, Mr. Harriman and his friends climbed to the rim and gazed for the first time upon the waters of the lake, more than 2000 feet below and covering the bed of an extinct crater to a depth of nearly 2000 feet. The majesty, grandeur, beauty and sublimity of the scene impressed Mr. Harriman greatly. For some minutes no member of the party spoke, but all silently drank in the natural beauty which surrounded them. Mirrored in the deep blue depths of the lake they saw the heavens, the clouds, the trees, the towering rocks of many hues so startlingly real that it seemed as though they themselves were suspended in some vast universe of space, that above them was a silent world, peopled with things of beauty and grandeur, and below them in this same illimitable space was the twin world of the one above them. Mrs. Harriman was the first to break the silence and in a measure to dispel the illusion.

"There is nothing like it in the whole world," she exclaimed, with her hands clasped in front of her in an intensity of emotion.

"You are wrong, very wrong," replied Mr. Harriman. "You should have said there is nothing equal to it in the whole world. That is the only way to express it."

The Commission.

Then the party fell to discussing the scene, and Mr. Steel was showered with questions regarding the history and character of the formation. Mr. Harriman said he thought it was a pity that so great a wonder was so little known, and that it was so difficult to reach. Governor Chamberlain replied that only a few years ago Crater Lake was known to very few people even in Oregon. Mr. Harriman said that this condition should be corrected. Governor Chamberlain then and there asked Mr. Harriman if he would serve on a commission to seek the best route into Crater Lake and find ways and means of constructing a road over such a route. Besides Mr. Harriman the commission is composed of the following:

L. K. Webster, Henry L. Benson, Dr. J. P. Reddy, F. H. Hopkins, Benton Bowers, J. H. Scott, G. T. Baldwin, T. B. Wilcox, W. L. Vawter, C. S. Jackson and Colonel F. H. Ray.

The work of this commission will be made easier by the advent of Harriman's new road through northern California and Oregon, which is to be made the main line of the Shasta route. This road is now constructed and opened to within six miles of Klamath Falls. In a short time it will be into Klamath Falls and then it will be constructed on north, reaching a point within 12 miles of Crater Lake. It is probable that the new wagon road will be constructed from the new railroad line at its nearest point to the lake. It is also expected that this commission will assist the Crater Lake company in securing the construction of a road completely around the rim of the lake, in establishing the necessary hotels, in providing automobiles and in securing all the conveniences possible for tourists who wish to visit the lake. This year more people have seen the lake than ever saw it before. This was due to a concession which the government has given to Mr. Steel and to the greater accessibility of the lake. Before the new Shasta route began nearing Klamath Falls the nearest railroad station was 80 miles away. Tourists were compelled to come in either this way or through the Rogue River valley. If they came to Klamath they were obliged to get up to the head of the lake by boat, a distance of about 20 miles, and to hire conveyances from Port Klamath to the lake, a distance of about 22 miles.

Mr. Steel's Position.

In 1907 the department of the interior asked Mr. Steel if he would take hold of the project and try to bring Crater Lake within reach of the people. Mr. Steel, who is a shining example of a man with a single idea, which in this case happens to be Crater Lake, reluctantly consented. Although he had made it his life's work to preserve

this region for the people, he felt that the government should do the rest.

The department of the interior gave Mr. Steel an exclusive concession similar to the one which was granted with reference to Yellowstone park. Although the contract is exclusive, the government can cancel it at will, even after the company which has been organized shall have spent a large sum of money under the contract. "The company has an authorized capital of \$250,000," said Mr. Steel today when asked to explain the plan, "and I am trying to get the necessary funds by selling stock. This is not a very easy task, as it is largely a matter of patriotism and the prospects of any return on the money invested are at least not immediate. The concession simply gives me the right, when I want to do anything, to go out and sell some stock in order to get the money to do it. So you can see that the common impression that I have unlimited means at my command is incorrect."

"Last fall we constructed a log cabin and have now added a kitchen, using the first floor of the cabin for a dining room. We have 20 tents with good beds and bedding, and expect to increase such facilities during the season of 1909, so as to accommodate 100 guests. We expect to build fine hotels, with all modern conveniences, including hot and cold water and baths. We also expect to establish some method of getting to and from the water by car. We now have a stanch gasoline launch on the lake, capable of carrying 15 passengers and one suitable for seven passengers, besides six clinker-built rowboats. Next year we expect to place at least one more commodious launch and a half dozen rowboats in commission. We also expect to establish a line of automobiles between Odessa, on Upper Klamath Lake and Crater Lake, to operate in connection with boats from Klamath Falls, whereby the trip may be made in five or six hours from this city.

"The Crater Lake good roads commission, just appointed by the governor, of which E. H. Harriman is chairman, will doubtless secure sufficient funds to establish and maintain the best possible roads from east and west of the Cascade range to the lake, and as soon as this becomes an established fact we will put on a line of automobiles from Medford to Crater Lake, making the trip in eight hours. Along the line of roads, it may not be out of the way to say the United States government contemplates the construction of an automobile road entirely around Crater Lake, on an easy grade, so built that it will be possible to reach the various high peaks without difficulty. When this is accomplished it will be practicable to build roads into the park from points heretofore considered beyond reach of the lake. All roads and trails within the park are built and maintained by the department of the interior."

Description of the Lake.

Crater Lake is located on the summit of the Cascade range in southern Oregon. It rests in the crater of a mountain, which has recently been christened Mazama, and the top of which at some time disappeared, leaving a cauldron 4000 feet deep and five and one-half miles in diameter. The water fills this cauldron half full. Near the western shore of the lake is a slender cone 845 feet high, known as Wizard Island, in the top of which there is still another extinct crater 100 feet deep and 500 feet in diameter. Near the shore on the eastern side is a huge pile of jagged rocks, which have received the name of Phantom Rock. With these exceptions there are no islands, and the water of the lake is so clear that a six-inch white plate can be seen at a depth of 92 feet. When looked upon from the surrounding cliffs this color is of the deepest possible blue, except close to shore, where it blends into a rich turquoise. Seen from its surface, the remarkable blue deepens and assumes a brighter hue. Usually in the early hours of the morning the surface of the lake is like glass, and in its depth is reflected every object which the earth and sky contain. At night, when this condition prevails and the moon is full, the view that is reflected in the still depths is beautiful beyond description, as well as awe-inspiring. There can be seen, more clearly than in a mirror, the milky way with its myriad of stars unknown to a less clear atmosphere, the constellations which shine with a brightness undreamed of in other climes, and the moon, which seems bigger and more brilliant than anywhere else, and all the other glories of the heavens.

Legendary Interest.

The region about the lake is full of historic and legendary interest. In the mysterious depths of the lake, so the Indians believe, dwells the great spirit, and until recently no Indian dared scarcely look upon it for fear that the giant crawfish or dragon, which guarded the great Loon, or spirit, would in its wrath reach up its arms even to the tops of the cliffs and drag into the cold depths of the lake any who dared to invade its mysterious realm. The lake was discovered 50 years ago by a prospecting party with J. W. Hillman at its head. In 1885 Mr. Steel began his efforts to have the region set apart as a national park, but it was not until 1902 that his efforts were crowned with success. How this great scenic wonder was created none will ever know. On account of the vast quantities of pumice spread for a distance of 20 miles in all directions about the base of the mountain, some scientists insist that here must have occurred the grandest and most awful explosion in the history of the Cascade range. That this explosion had sufficient force to tear away the mass of rock and earth that lies in a mountain cone 6000 feet high and hurl it upon the surrounding country, leaving in its place a yawning chasm, is

maintained by many. The presence of great lava beds in the Klamath region lead other scientists to as stoutly maintain that at one time in the interior of the Mazama mountain there was formed a cone of red hot lava 8000 feet high. They assert that this lava, by the tremendous force that lay behind it, broke through the side of the mountain and flowed through its self-made crevasses, covering the valleys below, and that when this great lava cone had exhausted itself the pressure of the huge upper cone of the mountain broke in the crust and it disappeared into the depths below with a crash that must have awakened the universe, hereby forming what is now the bed of this truly marvelous lake. Whatever its origin, Crater Lake has already come to be known in the Pacific northwest as the eighth wonder of the world, and Mr. Harriman, in his enthusiasm, declared this classification to be correct.

Methodist Episcopal Church, B Street. "He Missed His Chance" will be the subject next Sabbath at 7:30 p. m. In this discourse, Rev. Reuter will tell when a Jew sacrificed \$40,000 to become a Christian. In the morning the topic will be "That Mysterious and Greatest of All Carpenters." Sabbath school at 10 a. m. Epworth league at 7:30 p. m. All are invited.

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SOUTHERN PACIFIC RAILWAY	
Northbound	
No. 16 Oregon Express	5:24 p. m.
No. 14 Portland Express	9:49 a. m.
Southbound	
No. 15 California Express	10:35 a. m.
No. 13 San Francisco Exp.	3:20 p. m.
No. 225 From Grants Pass	9:15 p. m.
No. 225 For Ashland	10:15 p. m.

PACIFIC & EASTERN RAILWAY	
No. 1 Leaves Medford	8:10 a. m.
No. 3 Leaves Medford	9:50 p. m.
No. 2 Arrives Medford	10:25 a. m.
No. 4 Arrives Medford	5:08 p. m.

ROGUE RIVER VALLEY RAILWAY	
No. 2 Leaves Medford	10:45 a. m.
No. 4 Leaves Medford	5:35 p. m.
Motor Leaves Medford	2:00 p. m.
Motor Leaves Medford	9:00 p. m.
No. 1 Leaves Jacksonville	9:00 a. m.
No. 3 Leaves Jacksonville	3:30 p. m.
Motor Leaves Jacksonville	1:30 p. m.
Motor Leaves Jacksonville	7:30 p. m.

MAIL CLOSER.

	A. M. P. M.
Eagle Point	7:20
Northbound	9:19 4:54
Southbound	10:05 2:50
Jacksonville	10:20 5:20

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