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We have subdivided into small tracts the famous Gold Range Orchard, two miles south of Medford, adjoining the Bear Creek and Burrell orchards, and now offer a limited number of the choicest orchard tracts for sale on reasonable terms.

This is your opportunity to secure bearing orchard, or young orchard, or both bearing and young orchard, consisting of the choicest varieties of pears and apples. The tracts range in size from five to 27 acres. The soil is the best in the valley—Bear creek bottom land. The old trees on these tracts have produced record breaking crops that brought record prices in eastern markets for years past.

No such chance was ever offered before to secure such orchard tracts.

Rogue River Investment Co.

111 NORTH D STREET

COL. HOFER BOOSTS CRATER ROAD

Salem Editor Again Proves His Friendship for Southern Oregon—Writes Strong Editorial.

The following editorial from the Capitol Journal relative to the Crater Lake road shows how Col. E. Hofer feels toward that undertaking:

The greatest undertaking to advertise Oregon is the fight of a few determined men to open Crater Lake to the tourist world.

The tourist travel of national proportion amounts to at least 100,000 persons a year, and increasing each year.

Last year 5000 people visited Crater Lake with teams. A good road will quadruple that number.

The automobile found its way in last year for the first time.

Besides Uncle Sam's children, American tourists are made up of all the principal countries of Europe.

Crater Lake, Oregon, will be placed on a par with Yosemite and Yellowstone National Parks.

For the Crater Lake National Park is already established under an act of congress.

W. E. Arant, of Klamath Falls, is superintendent. He lives in the park in the summer, and has really opened the third great natural wonder of the world to the public.

Governor Benson has appointed the following Oregon boosters as the Crater Lake Road Commission:

C. S. Jackson, of Portland; Dr. J. M. Keene and Banker J. E. Enyart of Medford; E. V. Carter, of Ashland; Senator H. D. Norton, of Grants Pass; Geo. T. Baldwin and L. F. Willets, of Klamath Falls, both former county judges.

The commission organized the same day it was appointed (May 22) by electing Mr. Jackson president, and Will G. Steel secretary.

Steel has lived, talked, thought, dreamed, written and sung Crater Lake for 24 years.

It took him 17 years to get congress to create it a national park.

He has had but very little help but his own enthusiasm so far.

Lake everything else that gets done in Oregon, he has flown with his own wings.

While Rainier National Park got \$50,000 last year from congress, Crater Lake got a measly \$3000.

Today he has \$200,000 in sight from the state and two counties of Jackson and Klamath.

He expects to get a million for roads and trails in Crater Lake park available next year. The delegation from Oregon will please take notice.

The department of agriculture, through the Forestry Bureau, will divert a great deal of money to the park.

If Klamath comes through at the July meeting of the county court, there will be \$50,000 spent this year on the Crater Lake road, outside of the forest reserve in two counties under the direction of the commission.

If Klamath don't come through there will be just half that spent on the Jackson county side.

About 70 miles of government road will be built through the forest reserve, if the survey is adopted on the west side of Klamath lake.

Fifty or sixty years ago there was a government road built from Jacksonville to Fort Klamath, for protection against Indians.

The new automobile road will follow that ancient trail, except that engineering skill will obviate all prohibitory grades.

It crosses the Cascade range five miles south of Crater lake.

In place of climbing steep hills, the new road will slide around on easy grades.

For instance, instead of going 300 feet almost straight up in the air at Florence Rock, the road will slip around on a two per cent grade.

Peter Applegate, county surveyor, made a survey of the road last fall.

He says the road can be put through on a maximum of six per cent grades.

Most of the hills can be reduced to two and three per cent grades.

Headquarters of the commission are to be at Medford.

It is expected that Secretary of the Interior Ballinger will visit the Crater Lake park soon after congress adjourns.

President Taft is to be out in September.

The election of Editor Jackson, of the Portland Journal, to be president

of the commission was proper.

He visited the lake last summer and was insistent that a commission be named at once by Governor Chamberlain, and that something be done to get roads built.

Editor Jackson, Mayor Reddy, Editor George Putnam, Editor Hofer, John C. Lewis, F. H. Hopkins and Will G. Steel held a meeting at Portland.

Governor Chamberlain was induced to visit Crater lake in August, when he hobnobbed with Harriman at Pelican Lodge.

He became as enthusiastic as the rest of the bunch.

The provisional commission was composed of Edward H. Harriman and Colonel Frank Ray, of New York; C. S. Jackson, T. B. Wilcox, L. R. Webster, of Portland; John H. Scott, of Salem; Mayor Reddy and W. L. Vawter, of Medford; F. H. Hopkins, of Central Point; Benton Bowens, of Ashland; Geo. T. Baldwin and H. L. Benson, of Klamath Falls.

This commission devised the plan of uniting county, state and federal aid, and put it on the rollers.

As a matter of fact the whole scheme had its incentive and organization in the tireless brain and put-together intuition of Editor Jackson.

Clifford Pinchot, head of the Bureau of Forest Reserves, who has hunted, camped and fished over the whole Crater lake territory, is one of the best boosters Crater Lake has got.

He said to Will G. Steel, who was sent to Washington to enlist the departments: "As an evidence of good faith, I will put every dollar I can get hold of into the Crater Lake road, whether you get any appropriation." And he is doing it.

It is expected to clear the right of way and make the road passable for all kinds of vehicles and auto cars this year.

Actual rebuilding of the road will begin this year on a first-class highway.

A high-class highway will be built and finished as far as the money will go—at least 16 feet wide.

This is a big undertaking through rock-walled canyons and over mountains.

It will take full four years to finish the enterprise, and it may cost a million dollars to connect Medford, Crater lake and Klamath Falls.

But it is a great and worthy development project.

It has enlisted men who are easily in the rank of first-class doers.

It will turn a stream of tourist travel through Oregon that has never been here before.

The globe-trotters over all trans-continental roads will be switched through Oregon—the class who spend by wholesale.

Ten thousand tourists a year (a very conservative number) would leave two millions in Oregon.

Mr. Harriman has promised to use his personal influence to make Crater lake famous.

He has even intimated that if the Crater Lake road was made a high-class improvement he would assist materially.

That it would be a revenue-producing asset of the Harriman system is apparent to all.

Next to Jackson and Chamberlain, Harriman is the greatest enthusiast for Crater lake.

He will not even admit that it is one of the greatest wonders of the world.

He always refers to it as the greatest wonder of the world—pushing the index finger of his right hand straight out ahead of him in a way peculiarly his own.

With the brightest boosters in Oregon backing the enterprise, with the federal officials all pushing it along, with Harriman friendly to the undertaking, there seems nothing lacking to insure the speedy opening of Crater lake to the traveling public of sightseers from all over the world.

The Washington state live game exhibit will be one of the big free attractions on the Pay Streak at the Alaska-Yukon-Pacific exposition at Seattle this summer.

The battle between the Monitor and Merrimack will be vividly reproduced at the Alaska-Yukon-Pacific exposition at Seattle this summer.

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and to other principal cities in the East, Middle West and South, Correspondingly low fares.

On Sale June 2, 3; July 2, 3; August 11, 12.

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On Sale May 17, July 1, August 11.

Going transit limit 10 days from date of sale, final return limit October 31st.

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Full particulars, sleeping car reservations and tickets will be furnished by any Southern Pacific local agent, or

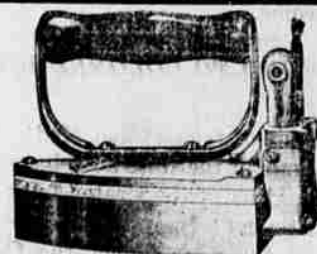
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