

HOTEL ARRIVALS.

At the Moore—J. C. Burke, Yreka; William Dunlap and wife, Reno; L. Solomon, San Francisco; G. W. Reynolds, Portland; R. O. Applegate, Jr., Owyhee; H. P. Johnson, M. Bredemier, Portland; William Welker and wife, Siskiyou county; L. Kalmak, San Francisco; J. F. Anderson and wife, Kenton; J. F. Loware and wife, Taceppa; G. W. Keefer, Portland; A. E. Jeff, Eugene; C. A. Stahl, Seattle; Noah Frederick, Portland; A. S. Williams, Eugene; A. C. Smith, Portland; O. Boggs, Gold Hill; Mr. and Mrs. John Maney, Menominee; F. B. Lane, Roseburg; A. D. Helms, Ashland; J. B. Seifert, Enterprise; G. Murphy, Rochester; E. E. Henderson, Portland; Mrs. Grace Wilson, Barry; A. Strunk, New York; G. Helms, San Francisco.

At the Nash—L. R. Prince and wife, Boston; Mrs. J. S. Craig, Portland; J. R. Lee, Seattle; J. Cohen, Portland; J. A. Roedel, Denver; Mrs. Arthur Jordan and family, Twin Bridges; E. E. Thompson, San Francisco; H. H. Kelly, Jr., Trail; J. R. Rudd, Rome; J. F. Sutton, Mr. and Mrs. J. E. Fishburn, E. L. Modak, New York; J. Hale, S. Nemico, N. J. Dermody, Benjamin C. Ely, Portland; J. S. Byrne, Watkins; D. D. Fragan, Portland; C. M. Heinbaugh, Ashland; J. D. Whitehead, Halton; H. Hamburger, Los Angeles; H. Lewis, San Francisco; Verna Tryer, Dunsuir; Mrs. John E. Marble, Los Angeles; J. F. Anderson and wife, Kenton; C. B. Baker, Portland.

During the recent rush at the auctioning off of 300,000 acres of land in Lake county the sudden advent of 1500 transients would have excited the cupidty of many places, but in Lakeview they were considered visitors and the charges were in many instances nothing.

Best paper in southern Oregon—The Tribune.

THREE WRECKS CONSTITUTE ONE DAY'S RECORD

PORTLAND, Or., Oct. 6.—Train No. 4, leaving here at 5:45 last night on the North Bank road, crashed into a landslide across the track between Fountain and Roosevelt in Washington. The engine and baggage car left the tracks. Engineer Bigelow was killed. Fireman and a mail clerk were fatally injured.

CLINTON, Ill., Oct. 6.—Miss Clara Watson is dead and 18 injured as the result of a headon collision between the northbound train loaded with sight seers from the state fair at Springfield and the southbound train on the Illinois Central. The wreck occurred at Farmer at 9:50 last night.

TEMPLE, Tex., Oct. 6.—Engineer McGinnis is known to be dead and 30 persons injured and it is believed four were burned to death in a passenger wreck on the Santa Fe near here. The engine turned turtle and the coaches were ditched.

TAFT GIVES SAN FRANCISCO SOMETHING TO TALK OF

SAN FRANCISCO, Oct. 6.—The greatest discussion was aroused here by Taft's announcement that he was in favor of ship subsidy and also his announcement that there would not be a battleship fleet in the Pacific under the present conditions during his administration. Regarding no battleships, Taft said: "If you will guarantee that all the attacks are coming from this side the government will send you a fleet." He said he believed the opening of the Panama canal would double the efficiency of the navy by closer connection of the two shores. He said the canal would surely be opened January 1, 1915, and that he hoped fervently it would be a considerable time before that.

CURTIS WRITES OF THE BEAUTIES OF CRATER LAKE
(Continued from page 1.)

the sun. The mountain all round the lake is covered with a dense forest notable for the size and magnificence of its trees, and few artificial parks can compare with this natural park in beauty. Congress, by law, has reserved a tract 18 by 22 miles in size as a permanent park, and the secretary of the interior has appointed a custodian, who is making a few roads and trails for the benefit of the public.

A concession has been granted to W. G. Steel by the secretary of the interior for the erection of a hotel at the lake, and Mr. Steel tells me that he would have commenced work last spring but for the injunction. He proposes to erect two log houses 40 by 60 feet in size; one as an office and lounging room, and the other as a kitchen and diningroom. They will be connected by a wide, covered passage, which will serve as a porch. These buildings will be surrounded by rows of tents for lodging purposes, which can be taken down in the fall and stored in the houses with their furniture during the winter months. The tourist season will be very short because the heavy snow fall will not permit of the transportation of passengers to the lake until the middle or latter part of June, and the weather becomes very disagreeable the latter part of September. Mr. Steel thinks, however, that he can make people comfortable with the plan described. His greatest difficulty, however, is in providing a water supply. There are no springs or streams near the rim of the lake, and the only way to obtain it is to set up a pump down in the crater at the edge of the lake, which is the first thing to be done.

There are our routes to Crater Lake. The Southern Pacific railroad has built a branch from its main line as far as Klamath Falls on Upper Klamath Lake, where the United States reclamation service is carrying out a grand scheme to reclaim 250,000 acres of land by a mixed system of drainage and irrigation, which will cost several million dollars. It is draining a large area of swamp on the edge of Klamath Lake and distributing the water from that lake by canals over a wide plateau of fertile soil. The railway company intends to continue its track northward from Klamath Falls along the middle fork of the Willamette river and rejoin the main line at the town of Eugene, passing within three or four miles of Crater Lake. This new route will be 50 or 60 miles shorter than the present trunk line between Portland and San Francisco, and when it is finished express trains will be sent that way.

At present visitors to Crater Lake go by rail to Klamath Falls, take a steamer across Klamath Lake to Klamath Indian agency, and from there go by wagon to their destination.

It is possible to go by wagon from Ashland, Theall or Medford, all stations upon the Southern Pacific, and either route is equally good. The Medford people, however, are determined to build a boulevard and run a line of automobiles which ought to make the 85 miles very comfortably in a day.

Well Known Hotel Keeper Uses and Recommends Chamberlain's Colic, Cholera and Diarrhoea Remedy.

"I take pleasure in saying that I have kept Chamberlain's Colic, Cholera and Diarrhoea Remedy in my family medicine chest for about 15 years, and have always had satisfactory results from its use. I have administered it to a great many traveling men who were suffering from troubles for which it is recommended, and have never failed to relieve," says J. C. Jenkins of Glasgow, Ky. This remedy is for sale by Leon B. Haskins' pharmacy.

Oregon people are being asked to consider why the state should not take up needed public undertakings, such as the Sello canal, and let Uncle Sam out entirely. The Celilo canal when completed will add more to the land of Portland alone than three such canals will cost.

Paper railroads to Coos Bay continue to be mentioned. Some one or more of them will materialize with real steel, ties and rolling stock one of these days not very far distant.

The Space was blank last issue with the exception of the following:

What is The Answer?

HERE IT IS

Our Second Anniversary Sale Begins Thursday 9 A. M.

You will find a world of the best bargains we ever offered. WATCH FOR PARTICULARS.

The Hutchason Co.
Successor to Baker Hutchason Company

In Lakeview, the Oregon Valley Land company has recently auctioned off 300,000 acres of farming lands. Any purchaser finding his land untillable or not capable of ir-

rigation can exchange with the company. Fair dealing with actual settlers will attract labor to this section while any gouging will injure the sale prices of land and retard development.

Contractors are offering to put up bonds to construct an electric road between Roseburg and Marshfield if the property owners will make the surveys.

HUSSEY'S THE BUSY STORE

40 dozen misses' heavy Jersey ribbed fleeced lined Hose, in all sizes from 6 to 9 1-2,

15c a pair

Two pairs for 25c.

Ladies—50 dozen ladies' heavy fleece lined, ribbed top, seamless, fast black hose, a 35c quality, in all sizes, here

25c a pair

Men's Work Gloves

We are showing one of the best lines of men's Leather Work Gloves to be seen in Medford, either plain or in gauntlets.

From 50c to \$1.75 per pair

50 dozen men's canton flannel Gloves with knit wrist, all sizes, sale price

10c per pair, 3 pair for 25c

Wool Hosiery

For man or lady. If you are looking for Hosiery, come in and let us show you our line. We will save you money.

10,000 Post Cards, the finest line in southern Oregon, 1 cent each.

Ribbons

Linen and Cotton Laces, fancy side and back Combs Purses, etc., in fact almost a complete line of Yankee Notions. Popular priced.

Do You

Contemplate Planting an Orchard? If So



I Have a Full and Complete Stock of of all the Leading Commercial Varieties and you will Find it to your Interest to get our Figures Before you buy. Home Grown Stock and Everything Guaranteed.

ROGUE RIVER NURSERY

C. F. COOK, Proprietor

MEDFORD, OR. PHONE 583.

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