

Medford and Crater Lake Railroad Is Now a Certainty

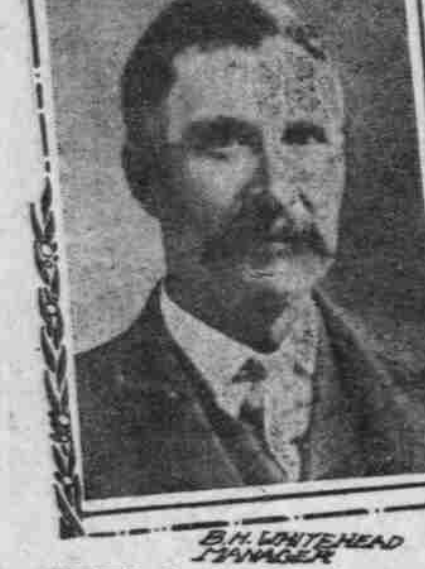
Projected Line Will Open Vast Timber Region and Attract Tourists



MEDFORD COMMITTEE
READING FROM LEFT TO RIGHT:
J.E. ENTROP, J.D. OLIVER,
J.F. REDDY, G.E. L. DAVIS

LOWER RAIL
D.H. MILLER, L. HAMILTON

OFFICERS AND PROMINENT MEN IDENTIFIED WITH THE MEDFORD & CRATER LAKE RAILROAD.



J.E. ENTROP



D.H. MILLER



J.F. REDDY

Hired physician and also vice-president of the Jackson Bank.

R. H. Whitehead, manager of the company, is one of the wealthiest men in the city, a member of the City Council and an ex-Mayor of Medford.

J. M. Keene, secretary, is a prominent figure all over Oregon. Everybody knows Dr. Keene.

W. I. Vawter, treasurer, is president of the Jackson County Bank and joint representative for Jackson and Douglas Counties.

The southeastern terminal of the Medford & Crater Lake Railroad is at Medford, which is on the main line of the Southern Pacific. From there for about 15 miles it passes over a prairie country to Eagle Point. Thence it proceeds to the falls of the Big Butte Creek, in the timber belt, which will be the northeastern terminus of the road for the present.

The line crosses and taps a territory in which there is absolutely no competition, as the only means of transportation at present is with wagons. The roads are impassable during the winter months. From the northeastern terminus stage lines run to Crater Lake and to Klamath County.

The new road will tap one of the finest pine timber belts in the State of Oregon, which is inaccessible at the present time except by wagon during the summer months. In this timber belt, which contains 200,000 acres, there are over 1,000,000 feet of lumber, about half of which is yellow and sugar pine.

This timber is practically undisturbed, although the owners of it are willing and anxious to market it. The only attempt to market the timber was made several years ago, when large traction engines were employed. The length of the haul and the nature of the roads made this project unfeasible, and it was abandoned.

The road will also shorten the long wagon haul from Klamath County to the Southern Pacific. When finally extended over the divide, it is believed the road will control all of the traffic which comes from this country. The construction of the road will also result in the improvement of thousands of acres of land which are now uncultivated because of the lack of adequate transportation facilities. The marketing of the timber further up the line will open up this vast timber area to the farmer and the fruitgrower.

J. H. Stewart, the pioneer fruitgrower of this valley, states that the orchards planted in the foothills, on tracts formerly covered by thick growths of timber, produce fruit of a larger size and better flavor. He has acted upon this belief by already setting out orchards in the timber country. Applications are being received for options and contracts on the timber land, to be operative as soon as the timber is removed. This land can all be placed under cultivation at small expense.

Another source of the revenue to the railroad will be the vast tourist travel which will eventually center at Crater

Lake. As it becomes better known, it will rival the Yellowstone Park and the Yosemite Valley. The Government has set it aside as a National Park, and many tourists visit it each summer. In spite of the long, fatiguing trip which is necessary to reach it, the completion of the portion of the road now under construction will enable the tourist to reach the lake within a day's drive.

Medford, from which the road starts, is a thriving city of about 300 inhabitants. It is the logical and actual business center of the Rogue River Valley, and is one of the most progressive towns in Southern Oregon. It is also the junction of the Rogue River Valley Railroad, which runs to Jacksonville and the Southern Pacific.

Eagle Point and the other small towns along the route are distributing centers and headquarters for the adjacent farming and mining country. The total population contributing to the revenue of the road may be safely estimated at 800 people, 600 of whom live in the towns along the line.

INSANITY FOLLOWS REVIVAL

G. C. Rookstool Shoots at Bible and Starts to Burn Book.

As a result of attending the recent revival meetings conducted by Dr. J. Wilbur Chapman and his staff, G. C. Rookstool is insane. He was arrested after a sensational scene at Fourth and Davis streets yesterday morning by Detectives Vaughn and Weiner and Patrolman Roberts. He had been shooting heavy-caliber bullets from a revolver at a copy of the Bible in the middle of the street, and was endangering the lives of numerous persons there. He then sought to burn the book.

"I know full well why I tried to burn and shoot that Bible," said Rookstool, when shown the copy of the Scriptures he tried to destroy. "I know, I tell you."

"Well, why did you act as you did when the officers were approaching?" asked Captain Gritzmacher.

"Because my Savior told me to," was the insane man's reply.

"Why did you wish to burn and shoot the book?" asked the captain.

"Because it was not truth," was the answer.

"What have you been doing of late?" was asked of Rookstool.

"Well, I have been studying and attending the revival meetings. I tell you, Dr. Chapman was all right. He was a great man. My Savior tells me things."

Rookstool was placed in a patrol wagon and sent to the County Jail. He is to be taken before County Judge Webster for examination as to his sanity.

Nothing is known of Rookstool by the police except that he has been seen considerably in the North End districts since



THE LUXURY OF
MODERN LIVING
FINDS FULLEST
EXPRESSION IN
THE USE OF
ELECTRIC HEATING
DEVICES,
AND ESPECIALLY
WITH
ELECTRIC
SMOOTHING
IRONS

WRITE FOR PRICES

Portland General Electric Company

SEVENTH AND ALDER STREETS

Portland

Oregon

the Chapman revivals, and it is said he was first attracted to the meetings by the midnight parade into the tented city. It is supposed that from that time he attended the meetings and became frenzied over them. He is aged 31 years. It is regarded as almost miraculous that no one was hurt by the bullets fired by the insane young man yesterday morning.

PUTS THEM ON RIGHT TRACK

Government Tells Homesteaders How to Avoid Trouble.

OREGONIAN NEWS BUREAU, Washington, April 28.—Hundreds, if not thousands, of homestead entries are canceled each year because of the failure of the entryman to comply with the requirements of the homestead law. In some instances the law is violated through ignorance; many times there have been bold attempts to obtain land by willful violation of the law. To protect the honest but uninformed settler, and to warn the land-grabber, the General Land Office has prepared a circular letter which gives full instructions as to making homesteads, and perfecting them, once they are initiated. It is the intention to send a copy of this letter to every man who hereafter files a homestead claim, so that he may, at the very outset, know what is expected of him and what he must do before he can obtain title to the land.

Through ignorance of the law, many bonafide entrymen have lost their land altogether, or have been ten years instead of five in obtaining title. Many instances are known where speculators have purposely misinformed homesteaders in order to defeat their homestead claims. But the vast majority of homesteaders that are rejected are those where there have been intentional evasions of the law, usually as to residence upon the land and improvement of the homestead. Nearly 20,000 homesteads were filed last year. It is believed there will be at least 30,000 every year for some time to come, which means the issuance of 30,000 letters a year.

On the back of each letter are printed

the homestead laws and Interior Department regulations for carrying the same into effect. This gives a full and complete statement of what a homesteader must do, and what he cannot do between the times he files his entry and obtains his patent. The letter itself makes further explanation. Among other things it is said:

Any failure on your part to cure an existing defect in the entry, or any failure to fully and in good faith comply with the laws requiring residence, improvement, cultivation and proof will be sure to result in the cancellation of the entry and the loss of your improvements.

Entrymen should constantly bear in mind that any sale of, or contract or agreement to sell, any of the lands embraced in their entries, or any part thereof, or any interest therein, prior to making final proof, will cause the entry to be canceled, and may even result in the cancellation of the patent, should such patent be inadvertently issued.

It should also be constantly remembered that any false statement made in either the affidavit or final proof, made in support of any entry, will not only cause its cancellation, but may result in criminal indictment and prosecution.

In times past the Land Office has assumed that every homesteader knew the law; now, however, it is assumed that every homesteader may not be fully informed, and the Government is taking this step to save him from falling into error. It is the first time the Government has gone so far in helping public land entrymen.

A Cent for Every Horseshoe.

Kennebec (Me.) Journal.
One of Houlton's enterprising blacksmiths has a unique method in regard to keeping account of the number of horseshoes he nails on each year. For every shoe that he places on a horse's hoof he gives his wife 1 cent, and at the end of the year he can easily tell the exact number. He has followed this method ever since starting in business, and the amount of money which his better half has saved is not small. In the year 1903 the number of shoes was something like 14,000, and during the year 1904 the whole number was 12,101.

MEDFORD, Or., April 28.—(Special.)—The history of the organization of the Medford & Crater Lake Railroad Company is one that shows what hard work and steady, consistent effort can do.

Last year Messrs. B. H. Harris, W. F. Entrop and others conceived the idea of a railroad from Butte Falls, 35 miles from Medford, to a point on the Southern Pacific. Surveys were made and considerable work done upon a mill site at Butte Falls. One of the persons interested, Emanuel King, one of the members of the Medford City Council, died. Mr. Harris then tried to interest Eastern capital, but could not do so. Finally Medford citizens took up the matter and organized a company, taking over the rights of the first organization. For several months the officers of the company have been quietly working to secure rights of way and in making surveys. They did not place their stock upon the market until they were sure of their ground. Then they made the following proposition, in effect, to the people of Medford: "If you will purchase \$25,000 of the capital stock of the company, said stock to be nonassessable, we will bond ourselves in the sum of \$50,000 to construct the road to Eagle Point—12 miles—or to a point equally distant, construction to commence on or before April 10, 1905."

As a result of this offer, a committee of representative citizens of Medford, composed of J. D. Oliver, Dr. J. F. Reddy, D. H. Miller, L. L. Hamilton, J. E. Enyart and George L. Davis, took

up the matter of soliciting the subscriptions. For ten days these gentlemen devoted their time to raising the subscription to the desired point, and they succeeded. The picture which accompanies this article shows why. Then the reputation of the men had a great deal to do with it. J. D. Oliver is a former Representative of Jackson County in the Oregon Legislature, has served a term as regent of the Oregon Agricultural College, and is one of the successful fruitgrowers of the valley. Dr. J. F. Reddy is a mining man of general fame. He is one of the owners of the famous Opp mine, and now proprietor of the leading hotel of the city.

D. H. Miller is the pioneer merchant of Medford. He opened one of the first stores in the city, and has been Assessor of Jackson County one term, and is regarded as one of the solid business men.

J. E. Enyart is president of the Medford Bank. During his residence of 15 years here, he has built himself up by

his own efforts to the position he now holds.

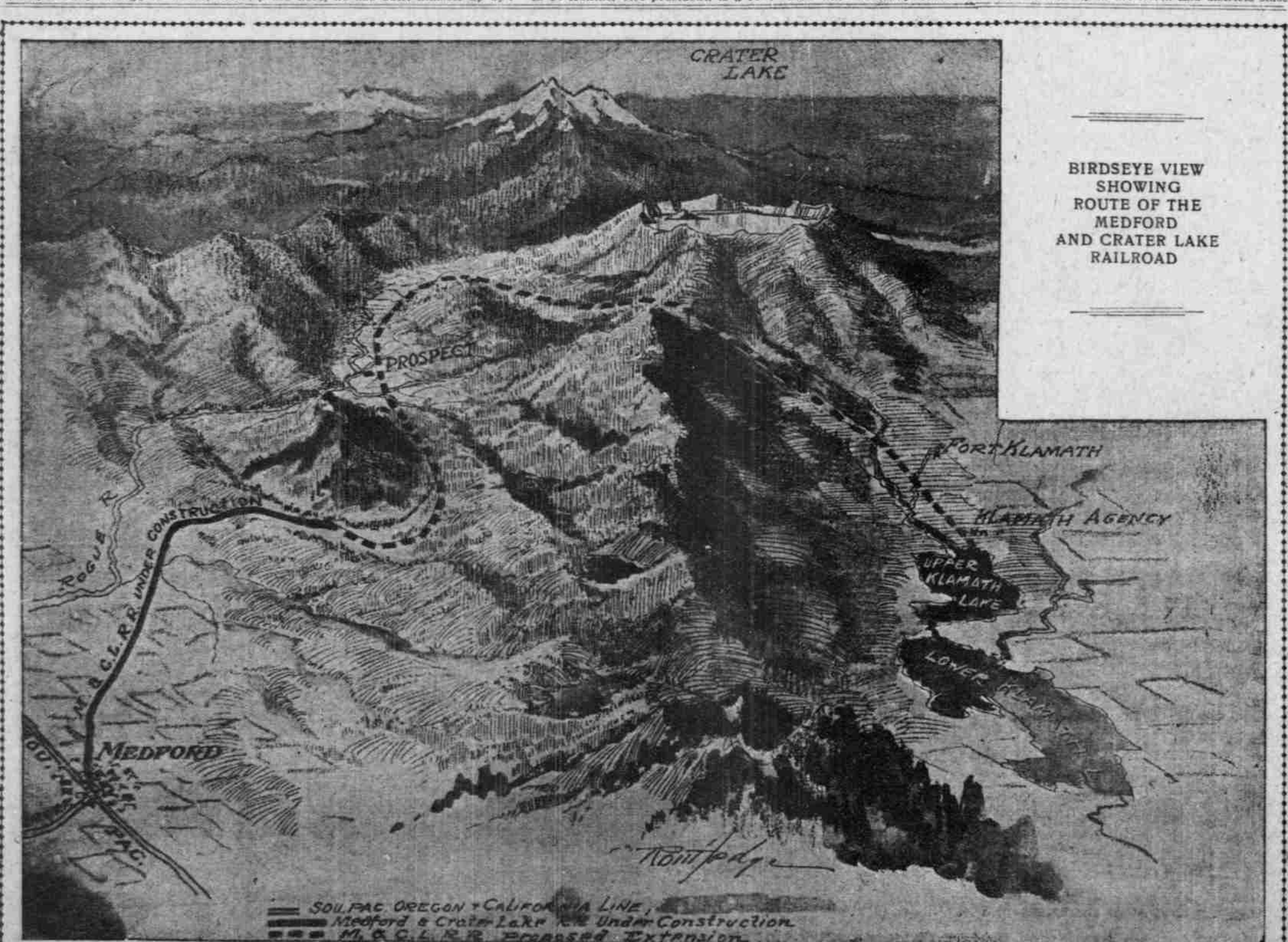
George L. Davis is one of the leading grocers of the city. He is self-made and deservedly popular.

When the committee took hold of the matter, it seemed like a hopeless task. There had been so many "hot air" lines built in the state that people were slow to believe that this was a bona fide proposition, but they did believe it, and, as a result, within ten days ground will be broken on the Medford & Crater Lake Railroad.

Citizens of this city give great credit to Messrs. Harris and Entrop for inaugurating the project, although the road would naturally come in a few years, the enterprise of these two men started active work.

Of the officers of the company, A. A. Davis, president, is the proprietor of the Medford Flouring Mills, one of the directors of the Jackson County Bank. He was one of the first men to take up the railroad proposition, and is one of Medford's most progressive citizens.

B. F. Adkins, vice-president, is a re-



BIRDSEYE VIEW
SHOWING
ROUTE OF THE
MEDFORD
AND CRATER LAKE
RAILROAD

THE OLD RELIABLE

PEERLESS

SMOKING

PUT IT IN YOUR MOUTH AND CHEW IT

PUT IT IN YOUR PIPE AND SMOKE IT

WHY DO YOU SUFFER?

When the Great Chinese Doctor

C. GEE WO

can cure you of any ailment by his powerful and

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wonderful cures throughout the United States

alone tell the story. Thousands of people are

thankful to him for saving their lives from

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Then why let yourself suffer? This famous doctor knows the action

of over 500 different remedies that he has successfully used in different

diseases.

The following testimonials from well-known people tell of the won-

derful curative powers of Nature's own herbs and roots:

Thomas Walsh, Tenth and Everett streets, city, cured of stomach

trouble, two years' standing.

Miss Helene Enberg, 508 Vancouver avenue, city, suffered many years

with dyspepsia of the stomach and lung trouble, and was said by doc-

tors to have incurable consumption. I am thankful to say, after five

months' treatment of Dr. C. Gee Wo's remedies, I have fully regained my

health and strength. I recommend all that are sick to go and see him.

Saved from operation: Mrs. Theresa George, 705 Fourth street, city.

I had suffered from inflammation of the womb and ovaries and female

weakness, and tried many doctors, but all said I would die if I did not

have an operation. I tried Dr. C. Gee Wo's remedies as my last resource

and am thankful to say that after four months' treatment I was entirely

cured.

He guarantees to cure Catarrh, Asthma, Liver, Kidney, Lung Trouble,

Rheumatism, Nervousness, Stomach, Female Trouble and all private dis-

eases.

Hundreds of testimonials. Charges moderate. If you are sick with

any of the above testimonials, then call and see him.

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