

# THE OPEN SKY IN OREGON

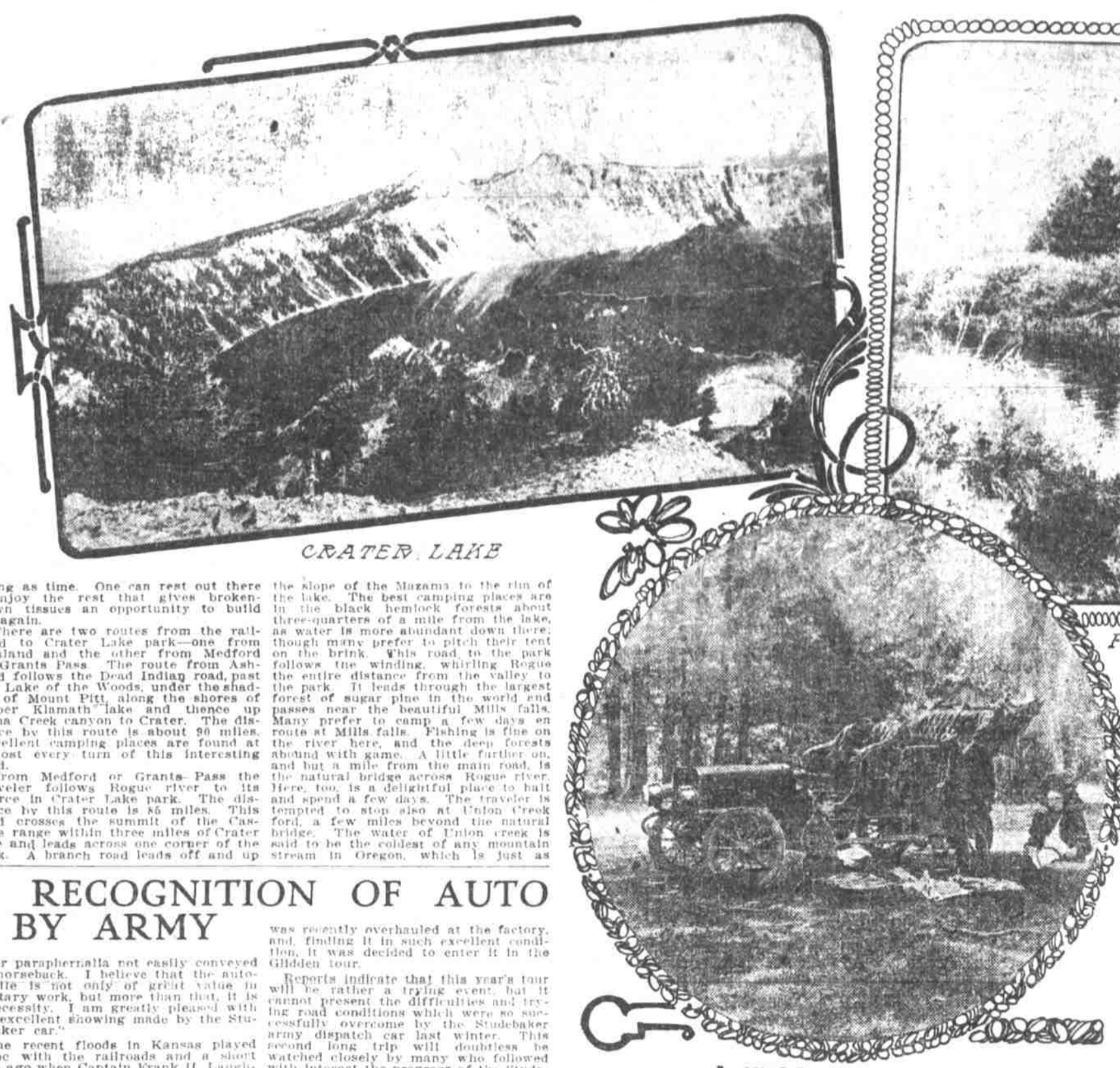
## What It Would Be Like to Trace Rogue River to Its Source in the Eternal Snows--Beauties of Crater Lake

By Dennis H. Stovall.

FROM early summer till late fall nearly everybody lives out of doors in southern Oregon, not because of oppressive heat, but because of the call of the southern Oregon wilderness. Those who can not go to the mountains take a tent in the back yard and enjoy an outing at home. The abundance of "places to go," however, and their accessibility, induces many to drop business routes, forget all care, load the camp stuff on a back or wagon, and his for the cool woods and rippling streams.

There are no end of camping places in southern Oregon, and one is almost as good as the other. One need not go far away from Medford, for the hills, Grants Pass or Merlin to find all that the camper desires--cool woods, cold water, splendid fishing streams and mountain views. Every mile of Rogue river, from its source in Crater Lake National park to Bear camp, shows a succession of beautiful camping places to make a summer camp. The same can be said of the Applegate and the Illinois. Then there are the great Oregon Caves, 30 miles from Grants Pass, that are well worth a trip across the continent to see and explore. The caves are located on Grayback mountain, one of the grand snow-capped peaks of the Sierras. Every stream in southern Oregon is a "trout stream." The rainbow, silver-side and speckled trout abound in all of them, and even the novice has no difficulty in catching a long string. Almost everywhere, too, game is plentiful. Trout, deer, quail, and pheasant. Pass takes the camper into the heart of the Canyon of Coast mountains, where he can stand his tent and kill his limit of five deer in one day.

By far the greater number of campers visit the haunts of upper Rogue river and Crater Lake National park, passing over the divide to Pelican bay and the Klamath lake country. Crater Lake National park is one of the most years more popular, especially with those who prefer to combine mere camping with a little history. The grand and inspiring America affords. One may leave the lower valley in mid-August when the fields are parched and the roads hot and dusty, and after two days' traveling be reveling in the snow and cool shades of Crater Lake. Crater Lake is a meadow of tall grass, bordered with forests of hemlock and pine, and fields of wild flowers. The snow-melted streams ripple everywhere. Everything is primeval, just as nature intended and the place is just the place to go and lie in the shade and let the hours slip by without suffering the realization that there is such a



CRATER LAKE

FISHING ON ROGUE RIVER

A STOP FOR LUNCH.

## FIRST FORMAL RECOGNITION OF AUTO BY ARMY

IN EUROPE the automobile has been used in various army maneuvers, but although in this country it has been tested as an army dispatch bearer, the first formal recognition of the motor car as an important factor in army maneuvers came a week or so ago when the United States war department purchased a Studebaker 30-horsepower model H touring car for the use of Major-General Frederick D. Grant, commanding the national and state encampment at Pine Plains, New York, and his staff.

The 144 square miles included in the camp site comprises a rough, sandy country, full of stumps and snags, with heavy sandy roads, or no roads at all. The car is being used by General Grant in field maneuvers, also by his staff and the engineers corps in plotting field problems and making plans and maps. No more severe test of the endurance qualities of a touring car has been made since the work of the Studebaker this far has been so excellent as to win for it high commendation from both General Grant and his staff.

No one in the camp is better pleased with the showing made by the automobile than the general himself. He uses the machine a good deal and has noted the performance of the car very closely. In a few days ago he said: "I should not have believed that it was possible for an automobile to perform as well as this Studebaker machine has done if I had not witnessed it myself. During the time it has been here it has been put to the most severe test that has ever been put of commission for a minute. It is especially valuable in plotting out problems where it is necessary to carry maps and

other paraphernalia not easily conveyed on horseback. I believe that the automobile is not only of great value in military work, but more than that, it is a necessity. I am greatly pleased with the excellent showing made by the Studebaker car."

The recent floods in Kansas played havoc with the railroads and a short time ago when Captain Frank H. Laughlin, purchasing agent for the war department at Kansas City received a telegram ordering him to proceed to Topeka at once, he found that it would be impossible to reach Topeka by train, and when he sought a motor car to make the trip, was referred to the local branch of the Studebaker Automobile company.

This firm proved ready for the emergency, and although a greater part of the trip was made by rail, the car went through in splendid shape in 18 hours. Formal entry has recently been made of a team of three Studebaker Model H, 30-horsepower touring cars, in the fifth annual reliability touring contest for the Studebaker trophy. The team will be under the direction of Frank Yeager of the Studebaker branch in Philadelphia, and will be entered in the Rochester Automobile club.

This is the first appearance of a Studebaker car in the Golden State, and as this car is especially adapted for difficult runs of this kind, they hope to make a good showing.

In addition to the Studebaker team of three cars, the Studebaker have entered a press car as a non-contestant. The chassis of this press car will be the same chassis which made such a phenomenal trip last winter carrying General Grant's message from New York to Fort Leavenworth. The chassis

was recently overhauled at the factory, and finding it in such excellent condition, it was decided to enter it in the Golden tour.

Reports indicate that this year's tour will be rather a trying event, but it cannot present the difficulties and trying conditions which were so successfully overcome by the Studebaker army dispatch car last winter. This second long trip will doubtless be watched closely by many who followed with interest the progress of the Studebaker army dispatch car through snow and mud last winter.

## IN THE WAY OF THE STREET CAR

FEW of all the millions of people who ride annually on the electric car understand the mysterious force which drives them so rapidly up and down the tracks. With a slight turn of the controller handle the motorman stops the big car on the corner in obedience to your signal, and no sooner are you aboard than the car glides rapidly forward and speeds along the track to be as quickly stopped and started further down the street.

To the superstitious foreigners the electric cars are very mystifying and change, it is very puzzling to anyone not an electrical engineer, to tell just how the electric cars are propelled. This was only twenty years ago last Feb. when Frank Sprague ran the first electric car in the world ever saw at Richmond, Va., and since that time they have been improved until they are

the perfect conveyance so common and well patronized today. For twenty years the electric cars have been running and although millions and millions of people have ridden on them through the streets of London, Chicago, and other large cities, the wire carrying the current is laid under ground and the trolley contact is under the car, or for heavy work the "third-rail" is used and the current collected from a rail by a sliding shoe.

In every case where electricity is used for power purposes the current has to be "grounded" for return or a return wire used so as to complete the circuit with the power-house. In the case of electric railways the rails are connected to the ground by means of strips of copper and used for this return circuit.

When a car is to be run on a railway line, the trolley is released and held in place by a spring against the wire. The electricity which is to drive the motors located under the car, passes through the wheel and under the metal trolley rod to insulated cables concealed in the roof of the car. The cables lead to a trolley brush which is in contact with the wire. The duty of the "trolley brush" is to strike the wire and to draw the current when the lead gets too heavy for the motor because an overloaded motor would destroy itself by burning out in an effort to run on its own capacity. The trolley brush, which is a very simple contrivance, takes the place of the ordinary brush which is used at the most inopportune moments. From the trolley brush the current is carried to the motor by means of an upright, oval iron bar in each end of the car. It may be stated here that the equipment of the car can be run either without turning around. The controller is worked by two adjustable handles, the smaller of which is used only to reverse the motors. With the larger handle the contact points inside the car are moved up and down to increase or decrease the speed and pulling power of the motors. Corresponding to the contact points are contact points to a series of resistance grids located under the car. These contact grids resist the current of the line. When the controller handle is moved up a notch one of these grids is cut out and the resistance is reduced. In this way the electricity which goes to the motors. As the handle is moved from point to point the resistance is cut out until the full power of the line is being fed to the motors and the car is running top speed.

Direct current motors are used because of the great starting torque which can be secured. A street car has to stop and start quickly and under load. A direct current motor will quickly pick up its full load whereas the alternating current motor is not so ready to rapidly assume its load. The motors on an ordinary car are from 25 to 100 horsepower, and on the largest cars four motors are used. The current passes through these motors to the car wheels and returns to the power-house by way of the bonded rails. The electric motors are geared to the axle of the car wheels and they drive the car forward or backward. In the past few years the General Electric company has been experimenting very successfully with alternating current motors for driving cars and the electric line of the Toledo & Chicago Interurban Railway company was one of the first to be equipped with the new apparatus. It is an ingenious arrangement to divide the fields of the alternating current motor. The car can be started just as easily as with direct current motors. This is of considerable importance because of the saving in motor construction. As if the same motors can be used for direct or alternating current.

## UMPOUA VALLEY Land Where Perfect Fruit Can Be Grown and Acreage Is Still Cheap

By A. E. Guyton.

PRODUCING cherries as big as a quarter of a dollar, apples that top the New York, London and Hamburg market, pears and peaches of the finest quality, and the pioneer prize district of the coast--such is the prestige enjoyed by the Umpqua valley in Douglas county, nestled between the Coast range and the Cascade mountains.

The Umpqua is more of a hydrographic basin rather than a valley. Between the spurs and short ridges are a series of small valleys linked together. Some of these are little nooks with but room for a farm or two, while others comprise as much as 20,000 acres. In the county there are about 5,000 separate farms, a small number, compared to what will be the aggregate when the large tracts are subdivided. The owners of the enormous stretches of land are putting them on the market, and the fruit farmer is being attracted to settlement.

**Ideal Agricultural Conditions.**

A more ideal fruit country could scarcely be found. The fine rural homes now occupied tell plainly the success of those engaged in the fruit business. Dairying and general farming are followed some and many herds of cattle and flocks of sheep are grazed on the rougher land, but the valley is particularly adapted to fruit raising. Apples, peaches and pears are especially successful. Douglas is the pioneer county in raising pears, a 5,000-pound record of the dried fruit being shipped last year.

**Fine Specimens of Fruit.**

The cherries are unsurpassed, some growing to the size of a quarter of a dollar, as shown in the illustration. Apples, while a newer industry, are believed to have a promising future. The Gravenstein seems to do as well as in Coos county, which is famous for that variety. The Umpqua apples bring the highest price in the eastern and European markets. A single Baldwin tree having brought in in one year an average of \$25. Half a bushel means a comfortable fortune from 10 acres. The fruit growing requires care but the care is simply rewarded by the enormous returns. About 100 trees planted in orchard is sufficient for one man to cultivate. He will have enough to sell comfortably, pay for his place and lay aside a neat little sum for old age.

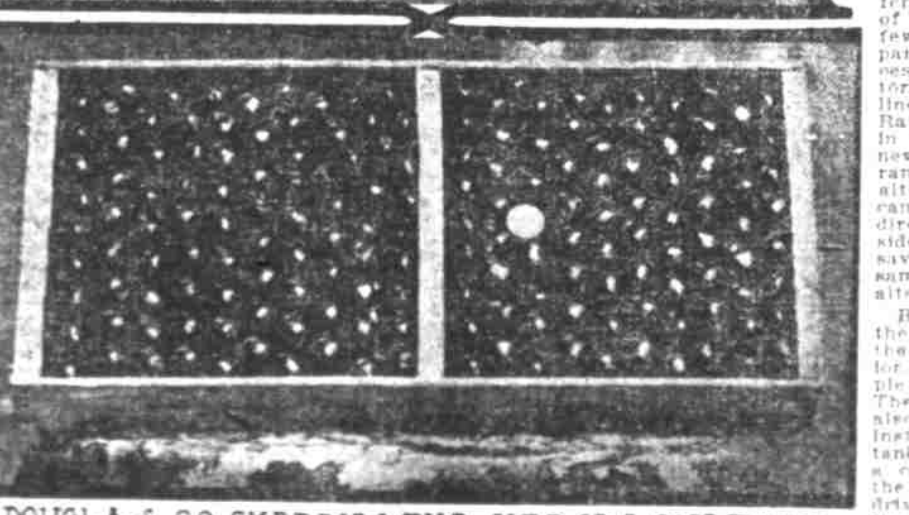
One man in 1907 purchased a half interest in a 10-acre orchard for \$1,250. He built a driver for \$100, purchased a horse for \$100, and a total outlay of \$1,350. He harvested the money at 4 per cent. He paid the entire loan and interest last fall and had a general surplus.

**Farms Reasonably Cheap.**

The fruit lands are not out of reach. Land can be purchased convenient to



DOUGLAS CO CHERRY ORCHARD IN BLOOM



DOUGLAS CO CHERRIES THE SIZE OF A QUARTER.

town for about \$150 an acre. By the time it is planted and the orchard brought to bearing it will represent an outlay of \$250 an acre, but in the meantime strawberries and garden truck can be raised between the trees and in quantities sufficient to make a comfortable living. The Umpqua orchard begins to bear the second year from \$400 to \$1,000 an acre each year. More with small trees. An acre further back on rough land, do a little plowing and gradually work up to the same point, but this of course a harder work and requires more time.

**Fruit Growers Protected.**

The Umpqua valley fruit growers have a protective and through it ship their fruit, thus protecting the growers in the matter of prices. This year the association will send a man east to look after the selling.

The commercial fish at Roseburg grows a new means this year of advertising the fruit. Little paper booklets containing each a half dozen fine cherries, were presented to tourists. With each basket was a tiny booklet containing facts about the locality.

The area of land available for fruit culture is so great that the future extent of the industry seems almost unbounded.

ever splashing, splashing against the rocky shore. Aside from this there are no other snow-capped peaks in the vicinity of the place is one of its remarkable as well as delightful features. Once in a while a white peak, a wanderer from Pelican bay, flies slowly along the border, then settles and alights on the blue surface, a mere speck. The lake was stocked a few years ago with cold-water trout, and these can now be caught in great numbers.

The snow-capped peaks in Crater Lake Park, among them being Mount Scott and Mount Thielsen. The latter is an almost unmountainable peak of fifty rocks, and is called "The Lightning Rod of the Cascades." Other prominent peaks in the park are Lias rock, the palisades, Roundtop, Dutton cliff, Castle crag and Saddle mountain. Running along the northern border of the lake is a long ridge rock known as the Devil's Backbone. This rock, with its long, straight top, is from 10 to 25 feet across its ridge, and in many places is smooth enough for a road.

About a half mile from the western shore of the lake is Wizard island, a cone-shaped prominence, rocky and covered with stunted hemlocks. Its highest point rises 845 feet from the level of the water. In the top is a depression, a small crater called the Wizard's Cauldron. This is 100 feet deep and almost 600 feet across. It remains half-filled with snow throughout the summer. Wizard island was undoubtedly the last smoking chimney of the great volcano that once belched its fire and molten rock from the crater in which the majestic lake now rests serenely.

There are a number of places in southern Oregon where one may go and spend a few hours, and spend them to the full. West Fork and other points on the railroad in Cow Creek canyon, are fine fishing grounds, and it is but an hour's tramp into the primeval where deer and bear are found. Gold Ray is another popular place with southern Oregon people. The boat is taken from the train in the very shadow of Table Rock, a great, flat-topped mountain. Wizard island was once a forest of moss-covered by the heat and winds of ages. Table Rock is a great and old volcanic structure, the crater in which the power dam of the Rogue River Electric company is built, forming a great water-hole in the east lake. There are a few miles farther up the river to Mount Pitt, the "Mount Blanc of southern Oregon." Pitt is the highest peak in this part of the state, and the distinction of being the most symmetrical mountain in America. Its almost perfect cone, glittering with eternal snow and capped by a few peaks of ice, makes a picture that even the pioneer southern Oregonian never grows tired of viewing.

## HUMANITY ENROUTE--Travelers Are Often Judged by the Bundles They Carry and the Troubles They Tell

By Bessie Guinean Stone.

IF one has a taste for the reading of human nature, or is interested in the different phases of humanity, there is no better place in which to gratify it than at the Union depot in this city.

It is a never-ending source of interest to watch the different types of humanity who flock thither, and serve to make the depot the big, bustling, busy thing of life it is. There are all sorts and conditions of men, women and children here. Some are buoyant and self-confident, some enfolded almost to the point of extinction, others timid and shrinking. They are all there with a definite object in view, to get aboard and depart. One could sit and panting monsters of iron and steel and be carried to their destinations.

dozen times, and that in order to keep it from at least 200 cokes would be used a day, which would be rather expensive. Some of the men, however, in the lighted days when the invidious nature of the bundle is not so apparent, traveling public usually carries their own individual toilet articles, which I thought was a pity as he left still wearing the same old-fashioned public. If he sees this I hope he is satisfied. He did not know a reporter was sitting there, and he was in a frequent source of confusion to the unsophisticated traveler is the fact that even when they have passed the gatekeeper and are in the midst of the trains, they are still helplessly confused. They cannot understand why the porter stationed there has not called them, and they are every town in the states of Oregon and Washington, for by that alone would they be able to tell where they are going.

I watched the crowds coming and going for the best part of three days, and found it the most fascinating study of human nature that I have ever seen. I have come to the conclusion that the way the majority of people travel is a good index to their character and disposition. One could tell the drummers at a glance, they wear such a bored, blasé air. In sharp contrast to them is the timid, shrinking little man, hopelessly overawed by his unaccustomed surroundings and pitifully afraid of last night's sleep. He approaches the immaculate and haughty policeman, and with one hand on mouth, as though afraid of even the sound of his own voice, he ventures a question in a voice he tries in vain to render steady. The luggage room is a study in itself. I have seen a man with a brief bag and a gentlemanly air, who would tell the drummers at a glance, they wear such a bored, blasé air. 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