

# Rogue River Courier.

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## ROGUE RIVER ORCHARDS TO EQUAL HOOD RIVER

### Fruit Growers Meeting to Be Held to Teach Best Methods of Raising Fruit.

Arrangements have been completed by the Grants Pass Fruit Growers Union with Dr. James Withycombe, director of the State Agricultural College, for holding a series of six farmers institutes and fruit growers meetings in Josephine county the first week in September. The itinerary will be as follows: Grants Pass, Monday, September 3; Provolt, Tuesday, September 4; Murphy, Wednesday, September 5; Wilderville, Thursday, September 6; Lee School House, Friday, September 7; Merlin Saturday, September 8. At the meeting of the Fruit Growers Union this Saturday a committee will be appointed for each of the above places to have charge of securing halls and attending to other details pertaining to the institutes. It is the plan to have at the places where there are no hotels to supply accommodations picnic dinners and a social noon hour. This will enable many farmers to attend from a distance who would be unable to go to their homes for dinner. Then the noon time can be made a pleasant social time to all present and the farmers can talk over the points made in the discussions and also ask such questions as they may desire of those taking part in the exercises.

Dr. Withycombe writes Secretary Messer of the Fruit Growers Union that the College will be represented by himself, Prof. A. B. Cordley and Prof. C. I. Lewis and he will also have E. H. Shephard and A. J. Mason of Hood River to take part in the institutes. In the program for these meetings Dr. Withycombe will speak on the growth of the fruit market keeping pace with increase in production of fruit and he will show that though Rogue River Valley was one great orchard yet such is the growing demand for the best grades of fruit such as this Valley produces in the East in Europe, in Alaska the Orient and other parts of the world that the farmers will always get a good price for their fruit. Fruit pests are the most formidable obstacle that the farmer has to contend with to make his orchard profitable. Prof. Cordley the entomologist at the Agricultural College and who is credited by the Agricultural Department with being one of the best posted men in his line of work in the United States, will tell the farmers how to recognize the various pests and how to eradicate them and how to guard against them. In response to the request of the various

fruit growers unions of the state and of the Horticultural Society and of the State Board of Horticulture the board of Regents of the State Agricultural College have added the chair of horticulture to the College staff. To fill this very important position they secured Prof. C. I. Lewis one of the best posted men on practical orchard work in the United States. Prof. Lewis will be one of the speakers at these institutes and will give instructions on soil, tree, planting, cultivation and pruning that will be of great value to all who are or intend to go into fruit raising.

Hood River has earned the reputation of having the most expert fruit raisers in the world and this claim is made good by the fact that in no other section of the United States do they receive such high prices for apples, pears and strawberries as is had by the growers of that famous valley. The Hood River Fruit Growers Union has been the chief factor in making possible these almost fabulous prices that are had for Hood River fruit. The manager of this, the most successful union on the Pacific Coast, E. H. Shephard will be present and tell the members of the Grants Pass Fruit Growers Union how his union carries on its work, and how they secure the big prices for their fruit. In pruning, thinning and the other work of growing fruit the Hood River orchardists are the acknowledged leaders in Oregon and A. J. Mason, one of their most expert fruit raisers, will give a practical talk at the institutes that will be worth \$10 to each orchardist present.

Those attending these institutes will be expected to ask questions freely on points that interest them and which may not be fully explained by the speakers in their addresses. A question box will be provided and tabs of paper distributed on which the questions will be written and then deposited in the box. During the last hour of the meeting the box will be opened and the questions answered and discussed.

In November it is expected to hold another series of farmers institutes at which dairying, fine stock and general farming will be the leading questions discussed. These institutes will be held at Kerby, Williams and the other stock and dairy sections of the county.

## S. P. NO. 16 WAS A HOODOO TRAIN

### Passengers Were Landed in Portland Safely but Out of Humor.

Train No. 16, on the Southern Pacific, which left San Francisco on Friday, the 13th day of July, arrived in Portland Sunday afternoon, eight

## SOUTHERN OREGON HOSPITAL NOTES

### Not a Patient Has Died and Every One Well Pleased With Its Service.

Affairs at the Southern Oregon General Hospital are moving along at an even tenor with the number of patients up to the average. So successful has been this hospital that though it has been in operation six months and its roll has numbered some very grave surgical operations and some seriously sick patients yet not a death has taken off one of the large number of persons treated in it. This fine record is due quite as much to the excellent care given patients and the perfect sanitary conditions maintained, as to the high class of medical and surgical skill employed. The patronage of the hospital is steadily increasing and its list of patients embrace persons from all sections of Southern Oregon and Northern California.

Of the patients now in the Hospital all will be out within 10 days. Mrs. J. F. Sargent, who was operated on three weeks ago for appendicitis and for the removal of an abdominal tumor, is regaining her strength at a remarkable rate considering the gravity of the operation which was the most complex ever performed in Josephine county and it is a compliment to the skill of Dr. Loughridge, who had charge of the case. A remarkable feature of this case was that when the appendix was removed it was found to contain a hog's bristle fully a quarter of an inch in length. That it had been in the position where found for some time was indicated by the fact that it was encased in a hard substance of a mineral nature that had been deposited by the system.

Milton Reinberger who was operated on three weeks ago for appendicitis is now able to be about the streets and expects to leave for Smith River in Del Norte county, where he is developing a copper claim.

Mrs. Mary McCarty will be able in a week or 10 days to return to her home in Myrtle Creek in Douglas county. Mrs. McCarty had cataracts on her eyes and six weeks ago Dr. Findley removed that from one and two weeks ago he removed the growth from the other eye. Though she is well along in years yet so successful was the operation that she will fully regain her sight, which at the time she came to the hospital was so far gone that she was practically blind.

Mrs. A. L. Randle who was operated on last Tuesday by Dr. Loughridge for appendicitis is recovering very rapidly and will be able to return to her home at the Columbia mine on Grave Creek within a week or so.

James Barnett who has been under treatment for acute heart trouble will be able to be out of the hospital within a few days.

A change in housekeepers at the hospital will take place Monday when Miss Eunice Plimly will return from her home at Granite Hill, where she has been for the past month, and resume her former position, relieving Miss Maud Belpap who will return to her home at Granite Hill.

hours late. It killed a man during the trip, was delayed by a wreck at Clawson, had a head on collision at Wilbur, when both engines were put out of commission, and was delayed again at Junction by the breaking of a driving rod, which striped the side of the engines.

The first bad luck encountered was at Coles, Cal., when a man walking on the track was run down and ground to atoms. Following this, No. 16 was delayed by the wreck in the Siskiyou Mountains, where two men had been killed by a train getting beyond control of the engineer.

Another start was made, and while the train was running at a fair rate of speed it crashed into a light engine from a freight train near Wilbur. Both engines on the passenger train were damaged to such an extent that another locomotive had to be secured.

With a fresh engine and a tired lot of passengers No. 16 was soon on its way again, trying to make up lost time. While running at a high rate of speed the driving rod on the left-hand side of the engine broke, and did so much damage that still another engine had to be secured to bring the train into Portland. The fireman had a narrow escape from death.

When the train finally arrived at its destination late Sunday afternoon there wasn't a good natured passenger aboard, but all were mighty glad to get to Portland at last.

## FREIGHT TRAIN RUNS DOWN MOUNTAIN GRADE

### Piles Up in Terrible Wreck—Kills Part of Crew and Injures the Others.

Locomotive Engineer Robert Steiger and brakeman C. D. Lockerman are dead and brakeman Sam Wylie was severely injured as the result of the wild runaway, derailment and wreck of Southern Pacific freight train No. 222, a few minutes after noon on Saturday, on the north side of the Siskiyou, just south of Ashland. The wreck is the most disastrous in the history of railroading on the Siskiyou.

The other members of the train crew, who were Conductor Louis Hilty, Fireman Galbraith and brakeman Ransie Morris, were more fortunate than their companions and came through the frightful experience without injury. Two hobos riding between cars behind the locomotive had every stitch of clothing torn from their bodies but were otherwise uninjured.

The train, drawn by one of the new big mountain climbers, and comprising 17 cars was piled into an indescribable mass of wreckage at the east end of the siding at Clawson, five miles south of Ashland.

Lockerman, the head brakeman, was picked up more dead than alive under a mass of the wreckage of the first four cars which were jammed into the space of one. Wylie was pitched off further back on the train. Fireman Galbraith had crawled out of the engine cab on top of the cars to try to help set the end brakes, but unable to hold his feet in the whirlwind of the crushing train crawled back to the cab. The next thing he knew he was pitched somehow through the engine cab window, and got only a scratch. Conductor Louis Hilty from his station in the caboose had also climbed on top of the train to lend his help at the brakes and with the rear brakeman Ransie Morris was on the last four cars of the train which were not overturned, when the derailment came.

Quickly as possible the injured men were removed from the wreckage and taken to Ashland on a section car. Conductor Hilty of the wrecked runaway train, coming down the track ahead of them to flag the first section of passenger train No. 15 which he met two miles out of Ashland.

In the wreck, Steiger, who stuck to his post, was pinned beneath the engine by the right leg in such a way that he was terribly scalded before he could be extricated. As the doctors worked with him, he was heard to murmur, "Let go boys, I'm all scalded." The doctors gave him a hypodermic injection of morphine which tended to ease his pain.

Brakeman Lockerman's injuries consisted of severe lacerations about the head and body, the skull being crushed behind the left ear. He was conscious when brought to Ashland and was gritty to the end. As soon as the physicians had dressed his injuries, he was borne to the rooms of his sister in the Imperial Flats, where death soon relieved him of his sufferings. Brakeman Wylie is suffering from the effects of a broken arm and several cuts about the face.

As soon as the injuries of the wounded men could be carefully dressed a special train which was to take them to the hospital at Portland was made ready and started out with Wylie and Steiger at about 5 p. m. Just before reaching Roseburg at about 7:30 death relieved Steiger from his agony. He leaves a wife and young baby in Dunsmuir besides a host of friends among whom he was always very popular.

The Southern Pacific has always been very fortunate in its experience in moving trains on the steep grades of the Siskiyou Mountains, and have had very few accidents. Not a little of the credit for this is due to the coolheadedness and bravery of the men who manage their freight and passenger trains with hundreds of lives daily.

Saturday's occurrence was no exception to the rule, and the engine and crew of freight No. 222 all faced death in a wild ride down the north side of the mountain. They endeavored, until the train no longer held the rails, to stop its tremendous and furious rush towards Ashland, and fell went down in the wreck.

Speculation is wide as to what would have happened if, instead of

being ditched at Clawson, the runaway train had continued on and smashed into the two sections of the southbound train No. 15, which was just starting from Ashland, loaded with passengers.

A head-on collision between a light freight engine and north-bound passenger No. 15 occurred at the north limits of the Wilbur Station yards after 3 o'clock Sunday morning. Both engines were slightly bruised and the engines were put out of commission.

An extra south-bound freight, in charge of Conductor Reid and Engineer Mills, was given a time order to reach Wilbur ahead of the delayed first section of passenger train No. 16, northbound, and this train, which had the right of way, was given an order to wait at Wilbur until 3:05 a. m. for the freight, as their time was up and there is no telegraph station at Wilbur. Conductor Kingsley gave the out-of-town signal and the train pulled out. Meanwhile the freight had been laboring hard to make this point, and finding that he would be unable to do so in time, the engineer cut off the engine and hurried to hold the passenger until he could make Wilbur with the freight. As the engine rounded a curve going into Wilbur the passenger and light engine met. Engineer James Wagonblast of engine No. 2194, the lead or helper engine of the passenger, and Engineer Mills, of freight engine No. 2085, were badly bruised.

## TAKILMA SMELTER STARTS SEPTEMBER 1

### Capt. McIntire Will Begin Hauling Coke August 20 With Big Force of Teams.

Through one of those slips that occur in newspaper offices despite the best of efforts the Courier last week stated that the Takilma smelter would start up August 1st and that Capt. McIntire would start his teams hauling coke on July 30th. The fact is that the time for the starting of the smelter and hauling of coke is to be on September 1st and August 20. Capt. McIntire has all his teams and a large number of hired teams hauling supplies from the railroad to Klamath Falls for the big irrigation system that the government is putting in Klamath county. He will have his teams all back in Grants Pass by the 20th of August when a large consignment of coke will arrive by the Southern Pacific, and then he will put all the teams to hauling that he can secure. As to how long the smelter will run that is not given out by the management but from the extensive development that has been done since last Fall it is possible that it will be run all winter, an extra supply of coke being hauled in this Fall.

## APPLES \$8.00 A BOX IN NEW YORK

### Price Paid For Fancy Oregon Apples by Millionaire—Compliment by Big Railroader.

James J. Hill, at the head of the Great Northern and the Northern Pacific railroads and allied lines and who shares with E. H. Harriman, head of the Southern Pacific and allied lines, in being one of the two biggest railroad men in the world, was in Portland last week and in an interview given in Oregonian he told of the vast railroad building that his company has in hand that directly and indirectly affect for the better the development of the varied resources of Oregon. In speaking of the fruit industry of Oregon the development of which he thinks has but begun the great railroader paid a very high compliment to the apples raised here. Of the almost fabulous price that the extra fancy pack bring in New York and of their quality fully justifying this price Mr. Hill said the following:

"I know you raise fruit here, because I have paid \$8 a box for Oregon apples in New York. When California oranges were selling for \$4 a box, Oregon apples came at the price of just two California orange boxes. Whenever we wanted apples in New York, the Oregon brand always seemed the best. I have sent them to Europe to friends on several occasions."

And it is a fact that Rogue River and Hood River are the only two sections of Oregon that can grow these \$8 apples that are sought after for the tables of the New York millionaires. Josephine county, owing to its difference and slack methods has heretofore raised few apples that would grade as fancy pack and still fewer that would go in the \$8 class. The soil and the climate are here and now that a fruit growers union has been formed to teach the farmers how to grow good fruit and then get for them the top market price for their apples, pears, peaches, grapes and other fruit in which this Valley excels, the orchards will rival the gold mines as wealth producers.

Prof. A. E. Harrison, principal of the High School, arrived back from Albia, Iowa, where he has been since school closed in May. Before returning to his former home Prof. Harrison bought a fine 2½ acre tract on Iowa avenue and contracted for the erection of a handsome cottage. The house is now completed and will be occupied by the Professor and his parents, Mr. and Mrs. T. H. Harrison, who come to Grants Pass from Albia, Iowa, to make this city their home.

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