

Rogue River Courier.

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MARKETING FRUIT VIA THE ELECTRIC ROAD

A Forward Glimpse of the Possibilities of the Future of Rogue River Valley.

The day is not far distant when electric car lines will encircle the Rogue River Valley, says the Tidings, and it is interesting to note how they are being utilized in the middle western states for marketing fruits. An article in the New York Tribune-Farmer says:

"Fruit Growers in the famous Michigan fruit belt largely are employing the trolley line to gather up their shipments and place them on the docks and at railway stations. Two lines already are in operation, and rails are now being extended to a wider scope of the fruit country.

"The cars are now being run as far as the rails are laid, and here the growers haul their packages and load them into the cars of the electric line.

"But in the country where the roads have been completed, small stations have been established right in the orchard or truck garden. The fruit or vegetables are placed on these platforms and the crew of the 'fruit express,' as it is called, load them and run them to shipside.

"One of these lines, known as the Tabor, now extends more than 10 miles out of Benton Harbor. It reaches scores of orchards, some of them located on the high bluffs overlooking the St. Joseph river. From points on this line a fifth bushel of peaches is carried to Benton Harbor and shipped across the lake by the Graham & Morton steamer line for 2½ cents. Of this the electric line takes 40 per cent, while the steamer people get 60.

"In a good many instances the man who is standing on a ladder picking fruit may step into the car, so close is the track to the trees. In scores of instances all hauling is done away with. The fruit is carried from the tree to the platform, where it may be packed.

"The fruit express consists of one or more box cars, the entire crew of which is the conductor and motor-man. These men load the stuff into the cars. In the case of the Tabor line, the train makes two trips, one at 2 o'clock in the afternoon and the other at 4. Fruit that is picked and packed up to 6 o'clock in the evening is gathered up and run to the docks. It is in Chicago before daylight the next morning.

"Farmers who take their fruit into Benton Harbor or St. Joseph and sell it there are still hauling by team. Some of them are sending in by the electric line. All of the growers who are consigning products to commission men in Chicago and other big city markets are using the electric line entirely.

"It used to be that most of the fruit

was gathered up by the fruit schooner. This is a long coupled, canvas covered wagon. The boat people employed the schooner to travel along the highways picking up consignments of all kinds and sizes. It often occurred that a single wagon would have products from more than a dozen different orchards and gardens. The steamer people thus afforded a rate from the orchard to the market, the schooner rate being cheaper than the cost to the grower if hauled by team.

"The trolley line has now taken up the business of the schooner, and is doing the work in great loads and in less time than it may be done in any other way. These electric fruit trains are destined to gridiron the entire fruit and vegetable district of the state. Two lines already have been started in Benton county, and a system has been run from Grand Rapids to Grand Haven and Holland, on the lake shore, for some time. These trains get the stuff from a very wide area of country, doing all of the work during the lag end of the picking day. The fruit farmers are greatly encouraging the movement."

THE COMMERCIAL CLUB ELECTS OFFICERS

Club Will Lend Its Support to All Efforts Tending Toward the Destroying of Fruit Pests.

The Grants Pass Commercial Club held a meeting Tuesday evening for the election of officers and such other business as might come up.

The officers elected are: President, L. L. Jewell; treasurer, R. S. Wilson; and vice-presidents who are the heads of the various departments: Industrial, R. H. O'Neill; Municipal, O. S. Blanchard; Agricultural, W. L. Ireland; Irrigation, Geo. S. Calhoun; Mines and Mining, C. L. Maugum; Timber, John Minor Booth. The secretary is appointed by the executive committee, who will retain W. H. Patillo.

The membership committee has been doing some good work and reported 16 new members, representing the work of a couple of hours.

Other matters of interest were discussed, among them the importance of the fruit industry and the need of a fruit inspector who will see that the law in regard to infested fruit and trees is enforced. A vote of the club was taken pledging the inspector the club's backing and moral support in all efforts tending toward the enforcement of the pest laws.

For Fire Insurance

The O. F. R. A. of McMinnville are the cheapest and have 12 years standing without a peer in Oregon for settling fire losses. That tells the tale. Don't be deceived by other agents who have selfish motives. In no event will it cost you more than the standard stock companies charge per annum. H. B. HENDRICKS, Agt Grants Pass, Ore. 7-27 ft

TO GET POINTERS ON HOOD RIVER METHODS

Secretary Meserve Attends Fruit Fair and Irrigation Convention in Famous Apple District.

Charles Meserve, secretary and manager of the Grants Pass Fruit Growers Union and fruit inspector for Josephine county, left Monday for Hood River to spend the week in that Valley famous for its fine fruit and freedom from pests, to study the methods practiced there in growing, packing and marketing fruit and in eradicating the pests that have so nearly ruined the fruit industry of this country. In gaining this information Mr. Meserve has the active co-operation of E. H. Shepard, manager of the Hood River Apple Growers Union, and A. I. Mason, one of the officers of that Union and a leading apple grower of Hood River and who was one of the principal speakers at the fruit growers meeting held recently in this country. These gentlemen have generously offered to assist Mr. Meserve and to give him all the information at their command. H. E. Lounsbury of Portland, district freight agent for the Southern Pacific, is taking an active interest on behalf of his Company in the development of the fruit industry of Rogue River Valley and to assist the Grants Pass Fruit Growers Union in their efforts to secure better methods in growing and marketing fruits he supplied transportation to Mr. Meserve from Grants Pass to Hood River and return.

The Hood River Apple Growers Union is conceded to be the best organized and most successful fruit growers organization in the United States. The proof of this is in the fact that Hood River orchardists get for this year's crop of apples from \$2.25 to \$3.15 a box. And the cash is paid for each car so soon as it is loaded, and the New York firm which bid in against a number of the largest fruit dealers in the world the entire crop takes the apples without having their inspector examine them before they are loaded on the cars, a confidence not shown in the pack of any other union or grower in the United States by this firm or any other firm. And this remarkable achievement is largely due to the ability and indefatigable efforts of manager E. H. Shepard and to the painstaking work of the members in growing strictly fancy apples and delivering them to the union's warehouse in the most perfect condition. In keeping with the Hood River spirit of progress and co-operation Manager Shepard has generously offered in a letter to Mr. Meserve to give him all the information at his command as to the methods and rules employed by the Hood River Union and himself in marketing their fruit.

Hood River has the reputation of having the best fruit fair conducted solely by the fruit growers in the United States and their fair for this year will be in session the last three days of this week. As it is the purpose of the Grants Pass Fruit Growers Union to hold a fruit fair in Grants Pass next Fall Mr. Meserve will make a note of all the features of the Hood River fair and of the system of conducting it for use in making the exhibit of Rogue River fruit next Fall a success.

The annual meeting of the Oregon Irrigation Convention will be held in Hood River on Thursday and Friday of this week and Mr. Meserve will attend the session as the representative of the Grants Pass Fruit Growers Union. On the request of the Union and of the leading business men of Grants Pass Mr. Meserve will make a strong effort to secure the meeting for next year at Grants Pass to be held at the same time as will be held the fruit and fine stock exhibit. In this effort to secure the next meeting of the Oregon Irrigation Convention at Grants Pass Mr. Lounsbury and other officials of the Southern Pacific will heartily co-operate for irrigation would double the productive capacity of Rogue River Valley and thus double the freight traffic for the Southern Pacific from this section. Reports from Hood River are that this will be the largest irrigation convention yet held in Oregon and as the interest is steadily increasing it is certain that the convention at Grants Pass will have a large attendance from all sections of Oregon.

HIS VOICE FAILED TO MOVE BRUIN

Grants Pass Singer Charms Bear in the Wilds of Curry County.

Fred Mensch returned Sunday morning for a few days visit at home after an absence of about two months, the greater part of which time he has spent in Curry county, making surveys of government land. R. A. Dean, Joe Dean and Walter Randle, who have been with him on the trip, returned on Tuesday, also for a brief visit. The party left Grants Pass on the 13th of August, going to Curry county by way of Crescent City and up the coast by Harbor, Gold Beach and Port Orford. It was a very enjoyable trip with a few mild adventures. One of the most noteworthy of these was "fording the ferry" at the Chetco river. The ferry was out of commission and an attempt was made to ford the stream. The depth increased rapidly toward the middle and the bottom of the river dropped below the reach of the outfit. The team quietly struck out swimming toward the other shore and the bulky load floated easily after, the boys balancing it precariously in the water. A safe footing on the other side was gained without calamity but the outfit was badly water-soaked. Another noteworthy, though peaceable incident, was the meeting of Mr. Mensch with a large bear in the Eckley-Port Orford trail. He was within about 50 feet of the animal before he saw it in the trail ahead, rooting for acorns among the leaves. He accosted it vocally, presuming it would immediately give him the right of way, but to his surprise and some annoyance it ignored him completely and kept on rooting for acorns. A second shout had no better effect and as Mr. Mensch did not desire to alarm the beast too violently, he merely stood in his tracks until Bruin should elect to move. The bear gave him no attention or recognition whatever but went on with his search for several minutes. Finally the bear concluded to climb a tree and mounted aloft into a tall tan oak, presumably for acorn acorns. The traveler then passed on and in a short time returned with a hunter whom he found a short

distance further on, but the bear was gone.

The last work of the party was on the headwaters of the Sixes river in an exceedingly rough country, inaccessible to pack horses and where all provisions and other impediments have to be man-packed. This country is the reputed haunt of the famous "wild man of the Sixes" who was, however, not seen by any of the party.

After a few days rest the party returned to Douglas county where they will work as long as the weather permits.

FARMERS THRESH ALFALFA SEED

Make Big Money on Their Third Crop of Hay by Saving the Seed.

A new industry has been developed in the Rogue River Valley during the past season, and one that promises to add to the wealth of our county in no small measure.

In the beginning, it is the old, old story of the stranger coming into the country and seeing at a glance the neglected opportunity that the older residents had passed by.

A year ago George H. Post of Boise Valley, Idaho, came to Medford and while driving around looking at the country was impressed with the fact that alfalfa seeds were heavier here than in most places, and that if the alfalfa raisers would thresh their second crop they could in all probability clear \$25 per acre from this source.

After purchasing a piece of land, he entered into partnership with John D. Olwell, and they proceeded to purchase the second crop of several fields belonging to other parties. The result exceeded their expectations. One field produced seed worth at the present market price, \$85 to the acre, \$70 of which amount being clear profit. The balance produced all the way from four to 12 bushels of seed to the acre, worth from \$20 to \$70, with an average of \$30. But 500 acres were threshed in the valley and the seed in every case was of the very best quality. The straw after threshing possesses some value for feeding purposes, and it is a clear case of easy money to the inhabitants of our much favored country.—Medford Daily Tribune.

HILL LINES WILL ENTER CALIFORNIA

Will Enter From the North by an Easy Pass to the Coast.

A recent press dispatch from Eureka, Cal., says:

"Information that has been gleaned at Eureka from persons who have been making a reconnaissance of the Klamath river route, it is pretty well assured that the Hill lines propose to enter California from the north by an easy pass to the coast and thence on to San Francisco bay through the timber region of Western California. It is ascertained that parties have been engaged for some time in making a preliminary examination of the Klamath river canyon in Siskiyou and Humboldt counties, understood to be working in the interest of the Weyerhaeuser Timber Company.

"In this connection it is stated that the entrance of the Weyerhaeuser Co. into Northern California and Northern Oregon nearly a year ago, by purchase of the Klamath Lake Railroad and the large bodies of timber on the Jenny creek plateau, was not altogether for the purpose of future lumber operations, but closely allied with the interest of the Hill lines in securing a practicable route into California that will at the same time tap rich traffic territory. One of the incentives to early entrance into Northern California is said to be the assured heavy traffic of the Klamath region and the heavy shipments of soft pine timber that can be claimed from that section both for the local demand of states to the east and for export by the Hill steamship lines.

"Recognizing that the Harriman lines was to lose no time in completing new railroad mileage that will give it for a time absolute control of the freight originating in an empire of territory, with outlets to the sea at both Portland and Coos Bay, the Hill lines propose to form a connection with the ocean at the northern port of California, which is much nearer to the Oregon and California country east of the mountains."

Send the Courier to your friend, so he can learn the facts in regard to the famous Rogue River Valley.

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W. L. IRELAND, "The Real Estate Man."

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Our New Line of ROCKERS and Dining Chairs cannot be beat. This fine Rattan Rocker, no arms, \$3.75. See the new goods.

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Cake Moulds, Pudding Moulds, Patent Pie and Cake Tins, all kinds.

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The Imperial Washer