

Rogue River Courier

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NO. 18

CRUSHED TO DEATH IN 'DEEP GRAVEL'

W. A. STRONG KILLED SATURDAY AT BOTTOM OF SHAFT.

MINED FOR MANY YEARS

Leaves a Wife and Four Children—
Noble Character and Highly Respected.

Walter A. Strong of Takilma, who was killed Saturday in a shaft on the Deep Gravel mine, was buried yesterday at Kerby, where other members of the family rest.

Walter A. Strong, a pioneer of Josephine county, miner, and whose home is at Takilma, where his wife and four children reside, was killed Saturday morning at Waldo.

Strong was mangled to death in the shaft on the Joe Smith diggings of the Deep Gravel mine. The shaft is about 100 feet in depth. The cage was at the bottom of the shaft, and Strong, who was below, was standing in a drift at the shaft and gave the signal to raise. The engineer responded, but the cage stuck, and men went below, where they found Strong dead, and his body lying half on the cage. It is believed that just as he gave the signal to raise he fell half on the cage and half off, and as a result his body was caught. He was fearfully crushed, all the ribs being broken. Strong was subject to lumbago and it is thought that one of the attacks seized him at the moment the cage started upward. His age was 47 years.

Dr. Stricker, as coroner, was notified of the accident and went to Waldo. The physician did not return until near midnight, having been detained several hours until a blacksmith could patch up two broken springs on his auto.

Walter Strong was born in Iowa, and came when a boy to Oregon and to Waldo. As a lad the first work he did was in the Deep Gravel mine.

Mr. Wimer stated to The Courier Saturday that Strong had worked in the Deep Gravel mine through all the years since, under Mr. Wimer's management, and under all others who had operated the property, and that when the present corporation took over the property, with Col. Frank M. Leland in charge that he, Mr. Wimer, recommended Strong to the colonel as one of the most proficient placer miners, and especially in piping work, that could be found in southern Oregon.

Mr. Wimer stated that Strong was a noble character and a man highly respected by every person who ever knew him.

SMALL FRAME RESIDENCE BURNED ON WEDNESDAY

Fire on Wednesday at 4:10 o'clock destroyed a small frame building at 108 Foundry street. The building was the property of Oliver S. Brown and was unoccupied. A fireplace in the house was probably a convenience last night for tramps, and smouldering embers possibly blew out on the floor today.

Mrs. H. E. Moore occupied a small building next door east, and she, with the aid of others, hurriedly got her belongings out of the structure to the rear, beside the Southern Pacific tracks. Her home was soon ablaze, but a stream of water quickly quenched it.

A tall pole carrying high power wires stands at the front of the burned building, and this pole was given particular attention by the nozzle men, as a fall would have been of grave danger to human life, as the live wires would have been entangled for some distance in the street.

The blaze, though from a small building, was an intensely hot one, and drove several hundred onlookers back some distance.

A few lawn mowers at 10 per cent discount at Cramer Bros.

MR. WIMER GIVES VIEWS ON ROAD SITUATION

In a communication to The Courier W. J. Wimer says:

To the Editor of The Courier:

Sir: I have been much interested in the recent discussion of the road question through the columns of your valuable paper. On one side is the cry for better roads; and the charge is made that they are inexorably bad, and, the new arrival, the auto man, who swooped down upon our roads so unceremoniously, complains because he can't run his big, heavy machine over our dirt roads as fast as other cars are run on well ballasted steel rails; the thought never occurring to this driver that the faster he travels the rougher the road; and, the road gets no credit at all for the rough work of an incompetent auto driver, of which the woods are full.

This is one side of the controversy; the other side is, Josephine county with its many bridges, and roads in every direction; the taxpayers' complaint of high taxes; the county court doing its utmost with the funds available, and patiently shouldering complaints from both sides, striving all the time to act as nearly as possible along the lines of a happy medium.

And now comes along Mr. Jackson of the Portland Journal, who is going to present to the voters of Oregon for their adoption at the next state election a bill placing all taxes upon land and forcing the sale of all lands to the state, and upon which the state will have a sixty-day option to buy the land at the assessed valuation. Mr. Jackson's idea of good roads is about as reasonable as his forced sale of the people's homes for which his "Journal" will battle from now until the election. He favors a narrow, one-track road that will become deeply rutted, water following the ruts and washing out the filling; thus he annihilates the splendid work which has been done between here and the Applegate river.

He undoubtedly wants to confine the roads to one-track so that when he gets his forced-sale-of-all-lands law passed (the price being fixed at the assessed valuation of the land, improvements not included), there will be more land to sell when the agent of bloated money bags drops around and offers the dissatisfied home owner a better price for the land than the state can legally give him and something besides for the improvements. Bloated capital alone will be able to own land then and the home-owners individual pride having been destroyed will seek a business free from annual annoyance.

The fact is, Mr. Jackson does not know much about road building; he evidently does not know that the main essentials for good roads are drainage and proper crowning to secure it; nor does he know that it is all important to have room to dodge bad mud holes so that they may not become impassable.

The Courier has criticized a certain piece of road beyond Kerby, where the auto accident, fire and death, occurred. For some years as little work as possible has been put upon this section of the road because of a contemplated change of grade which will cut out a bad bedrock climb up a winding, steep hollow on one side of the hill, and a long up-grade through deep, black mud during the wet season on the other. The new proposed cut off would get entirely away from bedrock canyon where the accident happened; away from one-half of the climb over the hill, and away from the long, black mudhole on the other side, and reduce the time of travel by half.

When this proposed change was established H. S. Woodcock, father of the present county commissioner, was one of the viewers, and the marks and blazes show that the road was established where it is now proposed to take it. The present road was taken over the hill by the builder to satisfy a freak whim, some such purpose as pleased the native Indian, who climbed to the highest point where he could get a better view of signal fires.

Some years ago P. H. Harth, being interested in this piece of road, requested the writer to look the proposition over; I did so in two pieces of days. I recommended that the

change would give a good road instead of the bad one in use, and without increasing the distance.

It certainly is the duty of the county court to change this piece of road at once (the blame lies in not having done it long ago), and thus get rid of a bad and expensive section of mud, hill, rocks and flood-water road. The survey marks can be seen leaving the main stage road in a swale just south of the corner of the Welch field fence, bearing westerly.

W. J. WIMER.

GAS PLANT READY FOR BUSINESS IN NOVEMBER

By November 1, if nothing delays, the Oregon Gas and Electric company, which is building a plant in Grants Pass, expects to be supplying customers with gas for fuel and lighting. Foundations for buildings and the gas holder are ready to receive superstructures. The holder will have a capacity of 50,000 cubic feet of gas. The buildings are to house the furnace and generator.

Gas mains are now distributed over considerable territory in the city. Starting from the plant the main 4-inch pipe goes in the alley between I and J streets to Fourth street, out Fourth to the alley between A and B streets, then on Seventh, Eighth and Tenth, to the plant.

From these mains will be run laterals, the building of which will keep pace with the demand of consumers.

A representative of the company who this week has been canvassing the town, reports that the company got a surprise as a result of the almost universal favorable response of householders, showing that residents appreciate the building of the plant, many homes to use the gas where possible. In this connection an official of the company stated that disappointment was met at Medford, the great bulk of the people there not seeming to have ever had experience with gas as a fuel, hence business transacted since the plant was installed has been small, and a costly experience so far for the gas company.

The Grants Pass plant was ordered at the same time an order was placed for Roseburg and the two are expected to arrive at their respective destinations about the same time.

"Gas is the ideal fuel," declared the gas representative, "and when once used, always used if possible. It is clean, quick, hot, handy and cheaper than any fuel."

In addition to gas for fuel the company expects to install in many buildings their handsome arc lamps, which give a pleasing, soft light, and at a cost which is claimed to be far cheaper than electric lighting.

STEEL BRIDGE WILL SPAN SLATE CREEK

P. S. Easterday, representative of the Columbia Bridge company, last week closed a deal with the officials of the county court whereby the county purchases a steel bridge to span Slate creek where it crosses the Crescent City road. The purchase price was \$2,650.

Williams creek and Galice creek people respectively want bridges, and it is possible that these demands will be supplied at not a distant date. Judge Stephen Jewell and Commissioner Barlow made an examination of roads in the Waldo region.

Popular Couple Married—

W. J. Mahoney and Miss Eva Wimer, both of Grants Pass, were married at Jacksonville Monday, July 31, 1911. No particulars of the wedding have been learned as the event was a surprise to relatives and the many friends of the bride and bridegroom. Mr. and Mrs. Mahoney are spending several days on their wedding trip, but will return to Grants Pass to make their home.

Visitors From Alaska—

Mr. and Mrs. C. W. Aikens and little daughter of Treadwell, Alaska, arrived Tuesday night and are visiting the father and mother of Mrs. Aikens, Mr. and Mrs. C. G. Coutant. They will remain in town a month or more. This is the first visit to the states of Mr. and Mrs. Aikens in three years.

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W. J. WIMER.

30 MILES DITCHES BY MAY 15, 1912

FRUITDALE DITCH NOW SEVEN MILES IN LENGTH.

ELEVATION OF 338 FEET

Plans for Wide Distributing System Over Valley to Be Carried Out.

The Chicago-Rogue River company's system of irrigation will have at the opening of the coming irrigation season, May 15, 1912, about thirty miles of main ditches in operation. The Fruitdale ditch now seven miles in length, will supply water, above and below it, to about 4,000 acres, and is nearly completed and now in operation. This ditch has an elevation of 338 feet above Rogue River and is connected with the pumps at the power plant by a 20-inch pipe line. This pipe line is buried in the earth 30 to 36 inches deep. The ditch is four feet on the bottom, 8 feet on the top and three feet deep, and is built without flumes. It has waste gates measuring 4x5x12 feet at every natural gulch or creek. This ditch is now supplied by a four step centrifugal pump, having a capacity of 3,500 gallons per minute.

For the coming season the 110 feet ditch, called the Applegate ditch, covering the big flats between Rogue river and Applegate river, will be connected at the diversion dam with a 30-inch pipe line and will be supplied by a low lift centrifugal pump with a capacity of 12,000 gallons a minute. This ditch will be 8 feet on the bottom, 18 feet on the top and 4 feet deep. It will supply about 6,000 acres. About four miles from the intake will be installed a four step pump driven by electricity, which will pump to a second ditch that will cover all the lands around Jerome Prairie and between Grants Pass and Murphy. This triangle of land between the rivers, now unproductive, will be one of the most desirable in Oregon, as it will be traversed with the railroads to the coast, and now has the best wagon roads in Josephine county. These ditches are on the south side of Rogue river.

On the north side of Rogue river, the Grants Pass ditch is now in operation for a distance of six miles. By the opening of next season it will be lengthened to about 10 miles and supply about four thousand acres. This ditch is now connected at the dam with a 22-inch pipe line about 2,000 feet long. It is four feet on the bottom, eight feet on the top and three feet deep. It now supplies the city of Grants Pass and adjacent land and has an elevation of 200 feet above the river. On this ditch, just north of Grants Pass, will be located a two step pump driven by electricity generated at the dam, and which will put water in a second ditch 200 feet higher and cover all of the Grants Pass basin of Rogue River valley, and go through the Merlin divide and cover the high lands of the Merlin district.

From the dam there is now already constructed a gravity ditch three miles long which measures 12 feet on bottom, 18 feet on top and 6 feet deep. The first 1,000 feet of the ditch is solid granite and concrete with two steel gates, 6x9 feet, leading directly into the river. This ditch is now nearly completed to the east side of the city. By the beginning of next season it will be lengthened to about 10 miles and supply about four thousand acres.

Word was received Wednesday that a stubborn blaze in the timber near the Alameda mine and smelter is creeping toward the mine and doing considerable damage. The Alameda buildings are safe, as back firing had been resorted to in anticipation of forest fires.

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MOTHER AND CHILD REST IN SAME GRAVE

Mrs. Winifred Schimmel, wife of W. C. Schimmel, died at the family home in Grants Pass, 826 Orchard avenue, Monday, near the hour of 10 o'clock. The coming into the world of a babe took the life of this young wife, a weak heart contributing to the death. The babe lies dead beside the young mother, and both will be placed at rest in the same casket. The mother was just 18 years of age in January of this year. She was born in Eugene.

Mr. Schimmel has for some time been with Heinze and Lawrence at the Waldorf, but two weeks ago went with the Gibson Grocery company.

Mr. and Mrs. Schimmel and Mr. and Mrs. Steve Jones, parents of Mrs. Schimmel, occupied the same home. Mr. and Mrs. Jones formerly conducted the hotel at Gold Hill.

The funeral was at the home, 326 Orchard avenue, and Rev. F. C. Lovett was the minister.

The casket was borne to Odd Fellows' cemetery, and there the bodies of mother and babe now sleep.

The bearers of the casket were E. L. Coburn, Claud Davis, A. W. Scott, Mr. Smith, Lester Coburn and Carl Winetrot.

CHURCHILLS RETURN FROM EASTERN AUTOMOBILE TOUR

Mr. and Mrs. E. L. Churchill and their daughter, Mildred, returned Sunday evening from their eastern trip. They left here on the Southern Pacific going direct to Sacramento, Salt Lake and to Denver. They passed through the Royal Gorge on the Denver & Rio Grande and enjoyed the scenery of that section of the Rocky mountains. From Denver they went to Chicago then on to Muncie, Indiana, where Mr. Churchill purchased a four passenger, 40-horse-power Interstate auto and in it toured through the states of Indiana, Ohio, Pennsylvania and New York. They visited relatives in Binghamton in the latter state and also in Amsterdam and Northport on Long Island.

On the return trip they visited relatives at Waukegan, Illinois and Milwaukee, Wis. At the former place the Churchills went out to see the famous lotus beds which occupy a space of 700 acres. This seemed all the more wonderful as there are only two more such in the world, one in Florida and the other in Egypt.

At Milwaukee they boarded the Canadian Pacific and went to Vancouver, B. C., from which place they came by steamer to Seattle and there took a train for home. Their car is coming by freight and is expected here Thursday.

In speaking of the trip Mr. Churchill said: "We certainly had a delightful time and have seen many friends, but in that eastern country there are days and days of disagreeable winds and hot nights. These made us anxious to get back to Grants Pass, which is so different in every respect. Mrs. Churchill and our daughter were both so anxious to get home as I was. On our return to Oregon, we visited my brother at Newburg for a couple of days and saw some nice country, but I can truthfully say that in all our travel we have seen no places which look as good to us as this part of the Rogue River valley. During our trip through New York state I discovered that little was known there about this part of Oregon and I decided that I would make it my particular business to distribute Josephine county literature among those people."

Buy hose at Cramer Bros.
Ice cream freezers at Cramer Bros.

O. O. Bunch has purchased one of the pretty bungalows recently completed in Westholm park, and as soon as water and electricity are supplied that tract, will move to the park.

Death of Miss Benedict's Father—
A. E. Voorhies received word Monday of the death at Marlette, Mich., of his uncle and the father of Miss Lulu Benedict, who spent the winter in Grants Pass and who went to Michigan on account of the condition of her father.

A surety company went on the bond, and Bateham, in addition to the fee paid for this service, turned over certain real estate to secure the company for his appearance when his trial is called.

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WHO NAMED CREEKS AND PEAKS OF JOSEPHINE

The Oregon Geographic board which was appointed by the governor of Oregon October 1, 1908, wants information as to who named the following places in Josephine county and why:

Althouse mountain, Bald mountain, Bishop creek, Birdseye creek, Board Shanty creek, Bolt mountain, Cheney creek, China gulch, Dutcher creek, Eagle mountain, Elliott Creek ridge, Ewe creek, Flumet gulch, French mountain, Grade creek, Holcomb peak, Grants Pass peak, Jerome prairie, Keeler creek, Kerby peak, Lake peak, Louse creek, Little Grayback peak, Little Humpty peak, Mt. Isabelle, Mule mountain, Mungers butte, Ola Baldy, Panther gulch, Pikea peak, Powell creek, Star gulch, Steamboat mountain, Squaw peak, Sucker creek, Sugarloaf peak, Tallowbox mountain, Thompson creek, Timber mountain, Vanoy creek, Whiskey peak, Fielder mountain and Dad's creek.

The president of the board, William G. Steel of Portland, asks for the information and adds:

"I will also appreciate information as to any place names anywhere in the original Oregon region."

The Courier will print information regarding these names if some of the pioneers of the county will furnish it.

COUNCIL ORDERS FIRE ESCAPE ON BUILDINGS

At a meeting of the city council last Thursday night that body took steps to prevent unnecessary loss of life by fire by making an order that all buildings in the city that should be equipped with fire escapes, and the work done without delay.

Just what buildings will come under this order will be determined at the city hall.

A petition was presented to the council for a sewer in ally from Seventh to Eighth streets in block 17.

The council ordered extension of the alley in block 2, H. B. Miller & Co.'s addition, through the boundary line of the addition and portion of lot 3, block 63, original townsite. Condemnation proceedings will be necessary.

Report of the city engineer on cement walk and curb between Sixth and Seventh streets, was accepted and bill ordered paid.

SMALL FARM HOUSE IS DESTROYED BY FIRE

A small bungalow on the Riverbend ranch, on the south side of the river, 12 miles from Grants Pass owned by Joseph Moss and Mike Clements, was destroyed by fire Thursday morning, July 27, as the result of a defective flue or pipe.

Wednesday the family of Mr. Moss, two Miss Cairks, Miss Patillo, and brother, Glenn Patillo, went to the ranch to camp and use the bungalow to cook in. When the party built a fire Thursday morning, it was not but a few moments before the house was ablaze and quickly consumed. The goods in the residence were all saved. The house had been vacant, hence no insurance could be carried.

Several of the ladies were prostrated as a result of excitement engendered by the blaze, though no serious results are anticipated, and the nerves of all are about normal again.

Mr. Moss stated that a modern bungalow will be erected in place of the small one burned.

\$7.50 values in fishing tackle for \$6.00 at Cramer Bros.

BATEHAM SECURES BAIL THROUGH BONDING COMPANY

H. C. Bateham, indicted by the grand jury on a charge involving a girl, last evening about 6 o'clock was held at last secured his release from the county jail, Bateham, satisfy the \$1,000 bail in which he is held for trial.

A surety company went on the bond, and Bateham, in addition to the fee paid for this service, turned over certain real estate to secure the company for his appearance when his trial is called.