

Rogue River Courier

VOL. XXVII.

GRANTS PASS, JOSEPHINE COUNTY, OREGON.

FRIDAY, MARCH 15, 1912.

NO. 48

OUTLOOK BRIGHT FOR RAILROAD

PROMINENT SOUTHERN PACIFIC OFFICIALS VISIT SECTION.

COMPLETE DATA SECURED

Awaiting Favorable Report to Board of Directors at New York.

From Thursday's Daily.

As a result of the visit to Grants Pass of D. W. Campbell and Robert E. Strahorn, officials of the Southern Pacific in Oregon, the question of a future railroad from Grants Pass into the Illinois valley has taken on an encouraging outlook.

These officials were here, as stated several days ago, at the invitation of a committee appointed by the trustees of the Commercial club, which had gathered data as to the resources of the Illinois valley, especially as to the agricultural, mining and timber resources. The road also was in possession of much information, secured by their own engineers during the past two or three years. So with the combined data, the Harriman officials were well equipped with information when they made the journey Tuesday into the Illinois region.

Judge R. S. Lovett of New York, president of the Harriman lines in the United States and Mexico, made a brief stop in Grants Pass last fall, accompanied by other executives of the system, including William Sproule, president of the Southern Pacific proper, and while here the question of a branch line into the Illinois valley was broached personally by The Courier to Judge Lovett. That official, after briefly discussing the matter, suggested that data as to the tonnage that would originate and resources generally be furnished to President Sproule. This was done, and as a result Sproule, at the request of the Commercial club committee, delegated Messrs. Strahorn and Campbell to come here and make a tour of the Illinois region and confer with representatives of Grants Pass.

The need of a railroad from Grants Pass to the south end of Josephine county is so great, and it is so universally recognized that the building of such a line would mean prosperity indeed, both to the city and the county, that it behooves all the people to lend all encouragement possible to a proposition to build such a line, if that proposition should come from such strong financial interests as the Harriman people. It is said that the two officials who have just made the trip into the Illinois region appeared to be both interested and surprised at the possibilities of the valley, and they no doubt will make a favorable report to Judge Lovett and the board of directors at the New York office.

From Wednesday's Daily.

The party of business men of Grants Pass who escorted Robert E. Strahorn, superintendent of the Southern Pacific lines in Washington, and D. H. Campbell, superintendent of the Southern Pacific lines in Oregon, left here yesterday morning at 9:30. In the party were H. C. Kinney, G. W. Donnell, George C. Sabin, president of the Commercial club; H. L. Andrews, O. S. Blanchard, L. L. Herrick, president of the Grants Pass Banking and Trust company; C. D. Welter, the lumber operator; and J. R. Harvey.

Leaving Grants Pass the party pushed on to the Illinois valley, and last evening reached Holland, where they spent the night. After breakfast this morning, they started back to Grants Pass, where they arrived at 2:30 this afternoon.

This was a trip to determine certain matters relating to railroad construction to that country. At the hour of going to press, the party was discussing matters at the New Josephine hotel and it is expected that this meeting will result in a better

understanding than heretofore has existed in regard to the railroad situation. Grants Pass is in earnest and it is believed the railroad people are at least susceptible to a practical proposition. Our railroad friends expressed themselves as greatly pleased with the country and were astonished at the agricultural possibilities and resources generally. They were well posted as to the mining situation and the lumber products of the regions visited.

CITY COUNCIL TAKES UP MUCH BUSINESS

The city council met last night, principally to hear a talk by a Southern Pacific representative regarding the railroad's controversy with the municipality over the freight depot and street crossing matters. The southern Pacific man did not appear, however. Mayor Smith stating to the councilmen that he had received a telegram from the railroad man stating that a lawsuit elsewhere had prevented his coming to Grants Pass.

The council then took up other business, the first being the proposed footbridge attached to the outside of the county's steel bridge across Rogue River at the foot of South Sixth street. The committee in charge of the question reported that a conference with the county court resulted in an agreement whereby the county will pay half the cost and the city pay half, the cost to be \$600. The council accepted this report and a footbridge will be built. Just when bids will be asked and the work begun was not discussed.

City's Rock Crusher.
The rock crusher belonging to the city is somewhat of a white elephant at present. A committee which has been looking into the question of selling the plant, made a report recommending that Schell and Schell be allowed to purchase it at \$3,000, payments to be made in installments. Mr. Schell was present at the meeting and stated that his firm did not have rock material for one crusher, his own, nevertheless two. The situation regarding the plant is that Schell and Schell had a contract to purchase at their option at the rate of \$7.50 a day actual time used. But Schell stated last night that he did not find sufficient proper rock material at the quarry they opened, and had gone to considerable expense in opening this quarry and building a road; that the rock was good for base material but not for surfacing roads.

Councilman Clark, who had been named a committee of one to look up some ornamental brick for sale in Medford with a view of purchasing it at a cheap price, to be used in construction here for the new city hall, reported that he found only a few brick, and the owner wanting \$80 a thousand for what little he did have.

Propose Tax on Poles.
An ordinance was read for the first time proposing a license tax on poles carrying electric wires. The ordinance was also read the second time by title.

The ordinance urged by the automen of the city creating a license on garages and autos for hire came up for final passage and was defeated, the vote standing 4 to 4, not sufficient yeas to pass it. Councilman McLean defended the proposed ordinance, stating that it was intended as a protection for the regular dealers owning autos coming here when business was good and cutting into the trade of the men who conducted regular business, paid rents and taxes. There is an old ordinance on the books making the license \$25 on public autos. This, it seems, has not been enforced, and one or two men only had paid the tax, one paying \$50. It was finally decided to cut this \$25 license of the existing ordinance to \$10 an auto. The city attorney will draw an amended ordinance to this effect.

The proposed ordinance for fire escapes on all buildings of two stories or over came up for final passage. A committee reported that it be amended so as to eliminate two story buildings, or that the ordinance not pass.

Stricker stated that there was no

GRANTS PASS WILL GET REDUCED FREIGHT RATES BEGINNING TODAY

Many Thousands of Dollars Will Be Saved Annually to the People of Grants Pass and Josephine County.

REDUCTION AS APPLIED TO GRANTS PASS.

	Present Rate	New Rate
First class	\$1.07	\$.91
Second class	.93	.77
Third class	.75	.64
Fourth class	.64	.55
Fifth class	.54	.46
Class A (same as fifth class—mostly carloads)	.54	.46
Class B	.43	.36
Class C	.31	.27
Class D (no change)	.23	.23
Class E	.21	.18

Beginning March 15 the people of Grants Pass will cease paying to the Southern Pacific the present high freight rates for shipments from Portland.

The Oregon railroad commission in January of this year ordered a reduction, but through a technicality the Southern Pacific has held up the reduction from Portland to Grants Pass. That program will end next Friday. Other localities have had the benefit of the new rate since March 1, when the commission's order went into effect. The reduction is a substantial one, and will mean many thousands of dollars annually to the people of Grants Pass and Josephine county, and tributary regions which draw supplies from this city.

At the time the order was made by the commission, January 21, The Courier gave details of the new rate, tabulated through the courtesy of Agent J. M. Isham, and this morning gives the figures again, as the subject is of vital importance.

Most of the Grants Pass business comes under the first four classes, the fourth class, with the new rate of 55 cents from Portland leading. A year ago Grants Pass was paying 80 cents a hundred from Portland on fourth class stuff, but an order by the state railroad commission reduced it to 64 cents, a reduction of 16 cents a hundred. Now the commission makes a still further reduction on the fourth class rate, to 55 cents, a total reduction of 25 cents from the original tariff, or about 31 per cent.

First class covers all clothing, dry goods, carload dynamite and household effects less than carload.

Second class cover all hardware shipments.

Third and fourth classes take in most lines of groceries.

Fifth class is a carload proposition entirely, and includes sugar and canned goods.

Class A takes in all vehicles and farm machinery, and is reduced from

special demand for fire escapes on two-story buildings. Considerable discussion followed, the opera house figuring in the talk. Finally Everton moved to lay both the committee report and the proposed ordinance on the table, and that City Attorney Colvig be instructed to draw another ordinance, making clear provision for iron stairways, with iron supports. The motion was adopted.

Street Sprinkling.

Mayor Smith brought up the question of street sprinkling and said that he believed the council could save money by letting out such work by contract. This method will be adopted.

Councilman McLean suggested that if the city was to take care of Railroad park that it was high time something was done, that the grass there would soon have to be cut with a scythe. A proposition has come from a vender who wants to put up a tamale stand at the corner of the park that if allowed to erect his stand he would care for the park. "Would he sell any suspicious looking beverages?" asked a councilman.

"Probably not replied Mayor Smith, "as there are no Anheuser bushes growing around there."

It was finally decided that the ta-

(Continued on Page Eight.)

FIRE DESTROYS COLD STORAGE AND ICE PLANT

Fire at midnight Wednesday destroyed the ice factory and cold storage plant in this city, the property of P. T. Birchard. The plant was located beside the Southern Pacific tracks between Seventh and Sixth streets.

In a statement to The Courier Mr. Birchard said he estimated his loss at \$10,000, and that he carried insurance on this of \$6,000. He also stated that he would rebuild the plant, making as rapid progress in construction as possible, so that he can care for the city's demands for ice during the summer season.

The plant had been started to work for the season three days ago, and how the blaze originated is not known to any one connected with the plant. There was no watchman employed, and Mr. Birchard stated that when the works were shut down Tuesday evening at 6 o'clock, after the day's run, that the area around the boiler was wet down and all precautions as are usually employed were taken. The fire seemed to have originated in or near the boiler room, Firemen Cass and Croissant, in charge of the auto engine, say that when the alarm was turned in and they hastened to the scene that the building was then enveloped in flames, and it was difficult to determine in just what part of the structure the blaze originated. Eight other firemen out of the volunteer force of 18 were on hand. The fire alarm bell at the station is none too strong, and failed to arouse others who otherwise would have been at the scene.

The center portion of the big building remains intact, though charred deeply on the outer walls. This contains the cold storage rooms and may be saved in rebuilding.

The big frame warehouse belonging to Kinney and Trux stands only a few feet west of the ruined ice plant, and had a close call from destruction. Plenty of water and watchfulness of the fire fighters saved the warehouse.

A Southern Pacific locomotive was rushed to the burning plant and pulled from the fire zone all box cars.

Ice supplies will probably be shipped from Medford until the home plant is restored.

The plant was built in 1895 by E. L. Cass, remembered as a wealthy promoter of several enterprises. The plant later came into possession of James Tufts, who sold it two years ago to the present owner, P. T. Birchard.

GRANTS PASS DEBATERS LOSE TO KLAMATH FALLS.

A telephone message received from Superintendent R. R. Turner late Friday evening, bore the disappointing tidings that the Grants Pass team had been defeated in the debate at Klamath Falls.

Under the circumstances, it could hardly have been expected that the Grants Pass team could win, as Miss Helen Love was prevented from taking her place on the team on account of illness. This made it imperative for one of the boys to do double work, and that too, on short notice, as Miss Love expected up to the last day to be able to go to Klamath Falls.

And that too, on short notice, as Miss Love expected up to the last day to be able to go to Klamath Falls.

The two young men, Erie Best and Neil Allen, are to be congratulated on their courage in making the attempt, and they did splendid work.

ers and all persons interested in the affairs of the company must thoroughly understand what the assets and liabilities and the conditions of the company are, it has been considered advisable that a joint meeting be held of the stockholders and the directors of the company.

We trust that you will attend this meeting and offer such suggestions that you may have bearing upon the affairs of this company.

Yours very truly,
A. J. WITHERELL,
Pres. Chicago-Rogue River Co.
Attest:
E. M. ATKINS,
Secretary.

CHICAGO STOCKHOLDERS ARE TAKING NOTICE

As a result of the appointment of a receiver by Judge F. M. Calkins for the Chicago-Rogue River company, the Chicago end of the concern has seen a sudden flash of light and is getting busy. The following circular to stockholders has been issued from Chicago:

Chicago, March 7, 1912.
Stockholders of the Chicago-Rogue River Co.:

You are hereby notified that a joint meeting of the stockholders and directors of the Chicago-Rogue River Co. will be held on Wednesday, the thirteenth day of March, A. D. 1912, at the hour of 7 o'clock p. m., at Wilken's Hall, old No. 49, new No. 169 North La Salle street, in the City of Chicago.

Certain merchants and other creditors of the company have filed proceedings against the company in Oregon, and have caused a receiver to be appointed. These bills aggregate some \$20,000 and must be paid or the property of the company will be sold in the proceedings now pending. It is necessary that immediate action be taken by the stockholders and the directors of the company to raise this money. In order that the stockhold-

MANY FINE BIRDS ON EXHIBITION

POULTRY SHOW IN GRANTS PASS SURPRISES ALL.

NEARLY HUNDRED ENTRIES

High Class Fowls of All Leading Varieties in Competition for Prizes.

From Thursday's Daily.

With a glorious sun ashling and the hens cackling and the roosters crowing and the crowds a-chattering the first annual poultry show of Grants Pass opened today for a successful three days' exhibition. Many birds of fine feather, from the tiny bantams to the big Langshans, are on display, and the results have surprised officials of the poultry association, and the public as well. The show will be open each evening until and including Saturday night, and the people of the entire city, county and valley are invited. There are lively and close contests for prizes, and enthusiasm is intense.

The exhibits are so many that the private office rooms in the Albert building, where the show is being held, have been brought into requisition.

While the promoters of the show hoped that at least 40 pens would be exhibited, the result is that near 100 pens are on exhibition. Prizes had not been awarded as the Weekly Courier went to press. The full list will be printed in the next issue.

From Wednesday's Daily.

Many bags of grain have been donated by business men and others until the total has reached several tons.

The exhibition will be an educational one to all persons seeking to get information on the poultry industry; also to those who wish to turn fancier and raise only a few birds for pleasure.

Partial List of Entries.

Following is a partial list of entries:

- E. A. Logergren, pen White Rocks.
- W. L. Upen, trio Barred Rocks.
- Jesse Mash, Barred Rocks.
- W. H. McArthur, pen of five White Rock pullets.
- O. F. Callison, trio of Buff Leg-horns.
- Ed. C. Burt, trio of Buff Orpingtons.
- Guysbert Harvey, trio of Crystal Orpingtons.
- C. H. Lester, red breasted black game.
- W. L. Tolin, Barred Rocks.
- Will Scoville, pen White Wyandottes.
- Henry Huck, five Barred Rocks.
- W. Allen, Jr., four Barred Rocks.
- Granite Hill mine, two pens of ducks, one pen of chickens.
- Ira Mundinger, trio of Buff Orpingtons.
- T. P. Cramer, four birds.
- G. M. Flint, three birds.
- William Stock, three birds.
- Herman Horning, five Langshans.
- Amos Myers, four single comb Rhode Island Reds.
- C. R. Brechtbill, single comb Rhode Island Reds.
- Robert Jewell, Rhode Island Reds.
- Mrs. Kemp, trio Barred Rocks.
- W. T. Goodman, five White Orpingtons and five Rhode Island Reds.
- J. J. Roemer, pen of White Orpingtons and other birds.
- J. A. Prentiss, four Black Langshans.
- E. M. Davis, trio of White Wyandottes.
- A. T. Lewis, trio of Blue Andalusians.
- A. A. Ingels, one pen of birds.
- John Summers, two trilos of Barred Rocks.
- Dan McCord, three pens.
- George H. Smith, three Plymouth Rocks and three Black Minorcas.
- N. T. Best, pen Rhode Island Reds, pen of White Orpingtons.