

S. P. ENGINEER INSPECTS SURVEY

AUTOS OVER ROUTE FROM GRANTS PASS TO BAY.

CRESCENT CITY IS ON MAP

Line Down the Coast From Bandon is Being Surveyed by Railroad Company.

A recent issue of the Marshfield Record published a story of the operation of Southern Pacific surveyors southward from Coos Bay toward Crescent City and Eureka. Co-incident with this publication was the trip of H. P. Hoey, assistant engineer in charge, who traveled over the route by auto, coming to Grants Pass from the Klamath country to go out from here over the Southern Pacific survey to the Illinois valley, and from there on to Crescent City and up the coast to Coos Bay.

On his arrival at Marshfield Mr. Hoey, who has charge of all the engineering work for his company in Oregon, explained that he visited his ranch in the upper Deschutes country, and went from there to Klamath Falls. From Klamath Falls, he came over the Crater Lake road to Medford, to Grants Pass, and thence to the coast, at Crescent City. Mr. Hoey was accompanied by a number of friends through the central part of the state but they branched off at Crescent City and went southward towards San Francisco. R. E. Hunsaker, a resident of Klamath Falls, is with Mr. Hoey and will complete the trip to Eugene, where the engineering headquarters is situated.

In speaking of his trip through the northern California and Southern region sections, and Curry county, Mr. Hoey said he found a very scenic territory. He spoke of the fine roads to be found in some parts of Curry county and the difficult ones to travel in the district between Pistol and Chetko rivers.

Mr. Hoey is traveling in his Locomobile and found no trouble in coming through the coast district, as the auto has a high power engine and will climb the hills with ease.

The trip, Mr. Hoey says, was made to familiarize himself with the country between Crescent City and Coos Bay and to see what is being accomplished between Eugene and Coos Bay. He talked freely of the possibility of the gap between Coos Bay and Eureka, something like 245 miles being closed with a railroad within the next few years. He said the route would make one of the finest anywhere in the world, since the scenes along the way are entrancing. A most vital thing in railroad travel, a matter that would occur to few, was mentioned during the talk. Mr. Hoey said the coast route would have a very material advantage over interior lines, owing to the cool weather which prevails at all times the year round. Traveling where the heat is oppressive is very depressing to tourists and the completion of a coast line between the Siuslaw river and Eureka would send the north and south travel in a new channel beyond any doubt.

In speaking of the character of construction between Coos Bay and Eureka, Mr. Hoey said there were a few places where the work would be heavy, particularly where the mountains jut into the ocean, as they do in several places on the Curry coast. He spoke particularly of the fine gravel to be found at very frequent intervals along the whole Curry coast and said it would make the finest ballast a railroad could wish for. He admitted there was a crew of surveyors in the district which he understood was working southward to re-locate the old survey as far south as Crescent City.

Mrs. A. C. Hough returned Thursday afternoon from a two-week stay at Crescent City.

HUGH M'KENZIE, STREET COMMISSIONER, DEAD

Hugh McKenzie, for twenty-three years a respected and popular citizen of Grants Pass, and under two administrations superintendent of city streets, died at his residence, 215 North Third street, at four o'clock Wednesday morning, after a general breaking down of health that has covered a period of more than a year. For a number of days it was known that the end could not be long delayed, though loving hands have done all that was possible to bring the sufferer back to health and strength.

Mr. McKenzie was born in Nova Scotia on February 29th, 1852, being at the time of his death sixty years and six months of age. In 1856, then but four years of age, he crossed the plains to California with his parents, living in the Sunset state for 14 years, when he removed to Portland. Later he was employed during the construction of the Southern Pacific railroad through southern Oregon, locating at Grants Pass at that time.

In 1878 he was married to Miss Agnes Farrington, of Drain, who, with six children, survive him. The children are Mrs. James Tolin, of Los Angeles; Mrs. Frank Pook, of Hubbard, and Chloe, Allen, Victor, Herbert and Wilma.

During his long residence in this city Mr. McKenzie made many friends who appreciated his many noble qualities. He served as street superintendent under the administration of Mayor Myers, and was retained in the office during the present administration, his public work being competent and able.

The funeral services will be held Thursday afternoon at 2:30 o'clock at the Methodist Episcopal church.

JUDGE JEWELL BUYS LICENSE TO HUNT BUCKS.

Judge Jewell bought a brand new hunting license Wednesday morning. He bought it shortly after reading a letter from his son, who lives in the Camas valley, in Douglas county, telling of the big bucks that were cavorting around in his neighborhood, and guaranteeing that his father, the judge, could take the scalp of one into camp. The next day or so will see the court, and its armament, headed for Douglas county.

And speaking of deer, Judge Jewell is reminded of a story. Its one on himself, and it involves a fine point of law that even he has not clearly defined as yet. Hunting deer is not a latter day sport with the judge. He hunted them years ago when the country was young. One day a buck fell to his fire, and examination showed that the Oregon-California state line ran between the point where stood when the shot was fired and where the buck was standing. And the judge wonders whether he violated the law of Oregon, or if he was amenable to the laws of the state of California.

G. A. HAMILTON, PROGRESSIVE FRUIT GROWER.

G. A. Hamilton, of Fruitdale, is in the midst of his peach gathering. He comes to town twice a day with loads of this fruit, which he disposes of to the trade as well as private families. He also ships to various points north, and is realizing fairly good returns. His peach orchard is quite extensive but is not in full bearing yet. He will market this season over 1,200 crates. Mr. Hamilton is one of our most progressive fruit growers. He commences early in the season with strawberries, taking everything in turn and winds up with apples of the very best quality. He has great faith in the Everbearing strawberry which he has been marketing since early in the season and is still delivering them to the hotels and restaurants of this city.

HAPPY HOGAN QUITS GAME.

PORTLAND, Aug. 29.—Happy Hogan today announces his retirement from baseball at the end of the present season, said retirement being contingent on the Tigers winning the 1912 flag.

ROGUE RIVER CLAIMS VICTIM

CLAUDE SILL DROWNED ON FRIDAY AFTERNOON.

PLAYING WITH COMPANIONS

Body Was Recovered a Few Hours After Young Man Went Down.

From Friday's Daily.

Late this afternoon, Claude Sills, son of Lee Sills, residing on South Sixth street, was drowned while swimming in the Rogue river, a mile above the city, near where Hamilton's creek empties into the river.

Young Sills, in company with Herbert McKenzie and Clyde Harper, were in a small boat clothed in their bathing suits. They did not expect that the boat would carry them, but all were good swimmers. The boat overturned before they expected it to, however, throwing them into the water, and it is thought that Sills was strangled by the water at the first. McKenzie and Harper made a determined effort to rescue their comrade, and McKenzie had him at one time well toward the shore. Sills clutched him desperately about the neck, however, and he was unable to continue with him, and Sills went to the bottom. The water at the point is about twenty feet deep.

Physicians and others were hastily summoned from town, but the body has not been recovered at the time the paper goes to press.

Claude Sills, the drowned boy, was born on an Applegate farm sixteen years ago, and graduated from the eighth grade of the local public school last spring.

(From Sunday's Daily.)

The body of Claude Sill, the boy drowned in the Rogue river a mile above the city Friday afternoon, was recovered at about 5:30 o'clock, at which time it had been in the water one and one-half hours. It had been carried down stream by the current a few hundred feet, and was in comparatively shallow water when found.

The unfortunate young man was born July 19th, 1896, being 34 days past 16 years of age.

The funeral will be held today at ten o'clock from the family residence at 414 South Fifth street. Interment will be in I. O. O. F. cemetery.

CEMENT CO GETS PIPE MAKING MACHINE.

The Oregon Cement Pipe and Tile company, formerly known as the Cement Products company, has just added a Dunn tile making machine to its already extensive equipment and are now prepared to make drain tile in 3, 4, 6 and 8 inch sizes. The company has already made several thousand feet to supply small orders and for stock.

The value of drain pipe for ridding low land of superfluous moisture is being more and more recognized in this section and the demand for drain tile is expected to be very heavy.

This company is supplying perfect tile at a cheaper rate than the imperfect clay tile can be bought.

OREGON WOLF WINS.

ASTORIA, Or., Aug. 29.—The Oregon Wolf, piloted by Kohn E. Wolff, today won the motor boat championship of the Pacific coast, covering the 39 mile course in 56:45 4-5. The Wigwam II was second. The Oregon Wolf took the race easily and could have made much faster time if she had been pressed.

M. B. Evans of Seattle, representing the Royal and Queen Insurance companies, spent a few days with his old friend, Carl Sistenroth, returning north on Wednesday.

MINING DEVELOPMENT AT TAYLOR CREEK.

Messrs. W. R. and H. A. Whipple have just returned from Galice, where they have been surveying for the ditch to be built on Taylor creek property recently purchased by the Fenn-McKeever interests. This ditch will be three miles long, and will bring water from upper Taylor creek to the bar on Rogue river, at the mouth of the creek, for working the placer mines. Mr. Fenn and his associates have also bonded a group of 16 claims on Peavine mountain, and have employed John James, recently from the Mexico mining district, to make a complete survey and prospect of the group.

A great amount of development work is being done by these people on the Taylor creek property, and 45 men are now on the payroll getting the mine ready to make a good run this winter.

TEN DAYS OF LIFE ON SUCKER CREEK.

Holland, Ore., Aug. 27.

John Latham, handsome merchant of Vancouver, Washington, came out to Sucker creek one day last week on a visit to his two sisters, Mrs. D. Coulter of Bear Creek, and Margaret Latham, of Portland, who has been here for some time, and after a strenuous life of ten days, took the auto for Grants Pass and home.

While here Mr. Latham was persuaded to accompany the Coulter boys on a deer hunt, and the way they waltzed him around over the Grayback peaks was something fierce. One of the Coulters killed a five point buck, which had to be packed in, and of course Uncle John had to take his turn, and when he got home he felt as though he had been in contact with a quartz mill.

However, after resting a couple of days his two sisters induced him to take a trip with them to the Marble Caves. So on Friday evening, accompanied by John B. Griffin and wife, the five of them started out with provisions for two nights. They got as far as the Mike Murphy ranch on Grayback creek and camped. This was new to them, and to see the maneuvers they made around the camp fire trying to bake bread and fry venison steak was to say the least amusing to an onlooker. But with Griffin's help they made out to get through with it, and declared it was the best meal they had eaten in years. Everybody slept in Mike's hay, and that was a new experience, too, but next morning when Mike brought up the donkeys and saddled them the two sisters wanted to know what that was for. Mr. Latham told them to ride of course. Then the fun commenced, the women declaring they would not, and the brother persisting they should. At length the brother won out, and now came the tug of war. While one man held the donkey, two men helped the ladies to the saddle, adjusted the stirrups and we were off. But whoa, there Bill! Mrs. Coulter's donkey started off the wrong way, and Mike had to head him off. Now Miss Latham's took a twist around a tree and tried to rub her off, which caused her to make some awful faces and do some screaming also, but we finally got strung out and got along all right for a mile or so when we ran into a yellow jackets' nest, and had more faces and screaming for a little while. After that nothing further disturbed the serenity of the trip.

When we reached the caves and the women found out they had to put on overalls there was another kick, but finally they were persuaded into the garments, but the men must go and hide in the caves. One modest young lady insisted on wearing a cloak, but was prevailed upon to take it off at the mouth of the cave.

The caves are beautiful beyond description, and after three hours of tramping we emerged tired but happy, and arrived back at the camp at six, had another venison supper, and the next morning went over to Jim Logan's hydraulic mine and took that in, Mr. Latham taking a number of pictures.

Mr. Latham declared he had more experience crowded into those three days than any period of his life in the same length of time.

"ELM ORLON."

MAY CHOOSE PACIFIC HIGHWAY

ASSOCIATION OFFICIALS CONTEMPLATE COAST ROUTE.

WOULD REDUCE THE GRADE

Would Divert at Grants Pass and Follow Sea From Crescent to Eureka.

At the recent meeting of the Pacific Highway association in San Francisco, a movement was started to change the route of the highway, diverging from the present route at Grants Pass, and going south over the Crescent City route.

The argument advanced was that the change would cut out the climbing of the Siskiyou mountain range beyond Ashland, and would give a road that could be traveled during the winter months.

In speaking of this proposed change, the Humboldt Times, published at Eureka, Cal., has the following:

"Eureka will be situated on the Pacific Highway, which is to extend from Vancouver to San Francisco, according to County Engineer G. W. Coners, who returned from the Good Roads convention which was held in San Francisco. To substantiate his statement he states that there will be a committee representing the Pacific Highway association in Eureka about August 27 to look over the route from Grants Pass to Eureka.

"At the present time the coast highway is mapped to run from Grants Pass through Medford, Ashland and south to San Francisco. Instead, Coners predicts that the committee which was appointed at the recent meeting will recommend that the coast route be chosen.

"The argument was made at the roads convention, that the route from Grants Pass to Medford would require climbing a mountain range nearly 6,000 feet high. The road is impassible nearly four months in the year and it is for this season that Coners suggested the coast route, via Crescent City and Eureka, for the Pacific Highway.

"When the committee, in charge of Chairman Todd, arrives here, Coners proposes that they should be royally entertained and will commence work at once for their reception. Owing to the fact that the road along the coast can be traveled during the entire year, many of those who desire to winter in California, will be favorable toward bringing the road this way."

This committee, viewing the proposed new route, if it arrives in Eureka Tuesday according to schedule, should be in Grants Pass within two or three days thereafter.

RICH FIND OF PLACER GOLD ON SUCKER CREEK.

An Illinois valley correspondent of the Courier sends in word of a rich strike of placer ground in French gulch, on Sucker creek, which may prove to be as valuable as the early-day finds in that district.

Ed. Huston and John Gronsall were grubbing out a small tree while doing some work in the gulch, when they brought to light a \$35 nugget. They immediately set to work to prospect the place, finding several more nuggets of a less value, besides a quantity of fine gold.

The men have only enough water at present to operate a rocker, but some days their returns from this are as high as \$15. The extent of the pay dirt is not known.

PORTLAND CHAUFFEUR BURNED.

PORTLAND, Aug. 29.—P. L. McNeal, a chauffeur, was seriously burned here today in a fire which destroyed the garage of Robinson & Courser. The damage was \$30,000.

MERLIN DAIRY COWS ARE SHOT BY VANDAL

A case of vandalism is reported from Merlin that merits the completest investigation and the proper punishment of the party guilty.

Mrs. Mary J. Tyler owns a small herd of dairy cows, headed by a Durham bull. The herd ranges on the open common, and recently on their return home in the evening a number of them were found to have been maliciously shot, their bodies being filled with bird shot. The bull was the worst damaged of the lot, a charge having been fired into his face, pellets penetrating both eyes and totally destroying the sight.

Sheriff Smith went to Merlin yesterday afternoon to investigate the atrocity, and arrests may follow a little later. There are suspicious circumstances pointing in a certain direction, and it is believed that the vandal will be brought to justice.

NO SUNDAY MAIL SAYS POSTMASTER.

No Sunday mail in Grants Pass is the order of Postmaster Geo. W. Donnell, following out instructions received from the postoffice department.

The postoffice appropriation bill passed during the closing days of congress carried a rider that provided that hereafter postoffices of the first and second classes should not be open on Sunday for the purpose of delivering mail to the general public, though it was provided that it should not prevent the prompt delivery of special delivery mail. The letter of instructions to Mr. Donnell says that under the new law he will close the general delivery window, carrier windows and lock boxes, and discontinue all deliveries by carriers on Sunday. The department announces that it desires to reduce Sunday work to the minimum so that as many of the employes as possible may have a complete day of rest.

Postmaster Donnell will still continue to work the outgoing mail, however, though no mail will be put in the boxes on Sunday. As in the past, a clerk will make up the night mail, and letters mailed at an time of the day or night will go out on the first mail train leaving after it is deposited in the office. Mr. Donnell's notice to the public is as follows:

"Commencing Sunday, September 1st, 1912, the Grants Pass postoffice will be closed Sundays. In accordance with department rulings, mail will not be served to lock boxes Sundays. Mail with special delivery stamps affixed will be handled the same Sundays as on other days. Outgoing mail will be handled as usual."

PETITION OUT FOR ROOSEVELT ELECTORS.

(From Thursday's Daily.) S. W. Phillips returned this morning from Portland, where he attended the state bull moose convention, representing Josephine county as its delegate. Mr. Phillips states that it will probably be necessary to put the five Roosevelt electors on the ticket by petition, and that he will have petitions ready for signatures within the next day or two, and requests that all progressives see that their names are down. He adds that the state convention left the matter of the nomination of county tickets with the individual counties, but that there was little sentiment in favor of such tickets, and it is not likely that many will be placed in the field throughout the state.

BORDER TROUBLE CALLS FOR MORE U. S. TROOPS.

WASHINGTON, Aug. 29.—Because of the activity of the Mexican bandits along the Mexican border, the war department this afternoon is considering the advisability of sending either the Ninth cavalry, stationed at Cheyenne, Wyo., or the 13th cavalry, from Fort Leavenworth, to the border. Colonel Steever, commanding the United States forces now patrolling the border near El Paso, has been asked whether he considers such action advisable.