

Rogue River Courier

WEEKLY EDITION

VOL. XXVIII

GRANTS PASS JOSEPHINE COUNTY, OREGON, FRIDAY, NOVEMBER 29, 1912.

NO. 24.

GRANTS PASS SEES R.R. OPPORTUNITY

BUILDING OF LINE TO SEA COAST SEEMS NEAR.

CRESCENT CITY TERMINUS

Redwood Lumber Manufacturers Offer Big Inducements to Get Rail Connections.

A railroad to the Pacific coast, the big idea toward which Grants Pass has been working for years, is now within her grasp. It is ripe for the picking, and the pole is in the hands of our citizens with which to knock the permission from the tree.

For months a committee from the commercial club has been formulating plans and considering propositions, and has now developed a definite line of action that surely spells success.

At Crescent City, the need for railroad connection with the inland has been even more pressing than has the demand from the inland been for a line touching the seaboard, and it is this fact that has now brought about the situation that will work to Grants Pass' great welfare, and to the fruition of a hope of years standing.

The proposition as it has come up to Grants Pass is that she join with the coast people in the promotion of the road and the plan has so far developed that this city has but a minor, though an essential part to play in bringing the matter to a successful issue. This city must meet certain conditions, and the committee has already got those conditions in form for presenting to a mass meeting of the citizens to be held in the opera house next Tuesday night, at which all the plans will be unfolded.

Dr. Reddy, who has been spokesman before our committee for the various other interests that are involved in the building of this road, brings the details of the work as it has progressed at the Crescent City end of the line. There the great lumbering companies are behind the movement. W. J. Hotchkiss, representing all the timber interests of the Crescent City district, has contracted subscriptions aggregating a quarter of a million dollars in cash, and beyond this turns over to the new company to be formed eleven miles of road already constructed, this road having been built by the Hobbs-Wall company to reach out into its great bodies of timber. The road is standard gauge, modern in every respect, and with more of the road graded will hasten construction from that end. There will also be turned over to the new company the Crescent City terminals, docks and water frontage, property invaluable to its success.

There is no development scheme in the west today that offers more than this, and the statement of the lumber men alone is sufficient to prove its value. Mr. Hotchkiss, in a recent statement has said that the timber embraced in the territory between the Smith and the Klamath rivers is approximately eight billion feet, or 400,000 car loads of 20,000 feet to the car. Added to this must be the uncounted thousands of carloads of ore in the mines that only await transportation to become shippers, some idea of the magnitude of the freight traffic that will keep the rolling stock of the new road busy can be comprehended.

The mill owners of the coast will contract with the road to ship a great number of car loads daily, and various mines are also willing to enter into contracts for the supplying of traffic, and so confident are the coast people over the matter that they say that the building of the road now hinges upon the encouragement that Grants Pass gives the project.

The great body of redwood which

this road would tap, practically all the redwood in the United States, would find outlet to the middle west, where the bulk of it is marketed, by this line. At present lumber is put aboard steam-schooners at Crescent City, is sent to San Francisco bay or southern California ports, and there unloaded, passed through the yards, re-loaded upon cars for eastern shipment, entailing a cost of from \$5 to \$8 per M., besides the breakage and deterioration incident to such handling. With the railroad from Crescent City touching the Southern Pacific here, this lumber would be shipped with a saving of from \$1 to \$2 per M., enough in itself to justify the building of the road, and the reason why the lumber men are determined now to build it.

The business men of this city who have been working upon the proposition are enthused with the belief that this is our opportunity, and there is a singleness of purpose among them that will move it along with the certainty of the outcome. All the data and the details that have come into their hands will be given out at the meeting Tuesday evening, and every citizen should be present. There is no question about the building of this railroad. The lumber manufacturers are going to reach rail in the interior and they have given Grants Pass the opportunity of being the inland junction point and if we do not grasp the golden moment it will go elsewhere, and Grants Pass will remain with no benefits derived from her proximity to the seaboard.

GOLD BEACH AND WEDDERBURN WANT ROAD.

At a recent meeting of the business men of Gold Beach and Wedderburn, located at the mouth of the Rogue river, held at the Breakers Hotel at Gold Beach, the proposition of a wagon road up the Rogue to Grants Pass was discussed, and the necessity of the highway was urged by several speakers. The coast people decided to take up the matter with the Grants Pass Commercial Club, and through the efforts of both towns to bring about the building of the road.

The county of Josephine and the forestry service are about to commence the expenditure of an \$1,800 appropriation upon the trail down the river, and the advocates of the road believe that this trail should ultimately be widened for the passage of vehicles. The grade will be suitable, but in many places considerable expensive work would be necessary.

A wagon road at present extends for a few miles up the coast from Gold Beach and Wedderburn, and from this end the roads ends just below the Alameda mine. From the road on to the mouth of Whiskey creek there is a stretch of the most expensive kind of road building, a trail with an eighteen-inch tread having cost \$1,000 per mile. It is here blasted out of the solid rock, and this will prove one of the most difficult pieces of road construction on the entire route. Much of the lower end of the route is over fairly level country, but for the great part a road down the Rogue will involve construction difficulties, but not by any means insurmountable ones, and the agitation for the building of the road is timely and should meet with every possible assistance from the people of Grants Pass.

Motor Delays Feasters

Mr. and Mrs. H. B. Alverson commenced their Thanksgiving day at a 4 o'clock Thursday morning in order to attend to the necessary work at home and get to town in time to catch the early motor and go to Seven Oaks, near Central Point, to spend Thanksgiving with friends. The motor started on an hour late and broke down soon after passing Rogue River, and was towed back to this city by No. 20 which was also late. Ten o'clock found Mr. and Mrs. Alverson at the Grants Pass depot again no nearer their destination. A freight engine was put on the two small coaches and made up a train to take the motor's place.

To Sing for Elks

J. S. MacMurray will sing at Ashland at the Elks' memorial services, which will be held on Sunday.

PACIFIC INTERIOR RAILROAD CO. INCORPORATION PAPERS ARE FILED

Citizens Subscribe Liberally to Construction Fund, and Building Will Commence From Both Ends of the Route

+ PACIFIC-INTERIOR RAILROAD IS INCORPORATED. +
+ Incorporation papers were filed with the clerk of Josephine county which witness the legal birth of the Pacific-Interior Company, organized for the purpose of constructing a railroad from Grants Pass to tide water at Crescent City, California. +
+ The incorporators are E. T. McKinstry, Geo. Colvig and W. P. Quinlan, and the company is capitalized at \$100,000, divided into 10,000 shares of a par value of \$10 each. The principal place of business of the new company is given as Grants Pass. +

A bond issue of \$200,000 to assist in the financing of the Pacific-Interior Railway, the Grants Pass to Crescent City line, was given practically unanimous indorsement by the voters of this city in mass meeting Tuesday night.

Speakers from the Commercial club committee explained the details of the railroad plan, and so favorably did it meet with the approval of the citizens that they not only subscribed thousands for the immediate use of the company, but when a rising vote was called upon the bond issue proposition there was not a dissenter in the great crowd.

If liberality and unity and enthusiasm build railroads, the coast line is today as good as constructed.

Chairman E. T. McKinstry of the committee that has been working out the ways and means presided at the mass meeting, and exuded the optimism of his fellows in his opening address in which he explained that there was no question about the outcome, "the road is going to be built."

Blanchard Explains Plan. Attorney Blanchard followed with a graphic recital of the history of the efforts put forth by Grants Pass to obtain a coast road. For years negotiations had been carried on with the Southern Pacific, and the hope had been continually held out that that company would "soon proceed with construction." But the day for longer waiting had passed, said Mr. Blanchard. "Now there can be no division of sentiment in Grants Pass. There can be no north side and no south side, no Hanley men, no Smith men, no Hobart men, no wets, no dries. Are we agreed?"

"The Ayes Have It." And the roar of ayes that ascended from the 600 throats attested the spirit of the community.

Mr. Blanchard said that with the coming of Dr. Reddy and the plan which he had outlined the business men had seen the opportunity for the building of the road, and that all that was required was that the people of Grants Pass meet the demands that would be made upon them to assure immediate success. In explaining Dr. Reddy's proposition, he said that the redwood lumber people, through Mr. Hotchkiss, stood ready to turn a dozen miles of already constructed railroad over to the new company, and that they would subscribe financially. He said that an option was now held upon the Draper survey, right of way, etc., this in-

cluding the 26 acres of terminals within the city of Grants Pass, fifteen miles of purchased right of way, field notes and survey to the coast, upon which the Draper-Gunn people had expended \$150,000. The price to Grants Pass for this was to be \$35,000, the terminal ground within the city being worth nearly that sum alone.

Holding Company Organized. A local organization had been incorporated, said Mr. Blanchard, the Pacific-Interior Company, which was to act as a holding company here which would hold for the stockholders such property as was purchased till it came time to turn it over to the larger corporation, so that the local interests would at all times be safeguarded. Stocks or bonds of the larger company could then be taken or a cash sale made, which ever seemed most advantageous. A like arrangement was to be provided at the Crescent City end, where a local holding company would be organized, that city having subscribed \$50,000 in addition to the subscription of the lumber men, with which they were ready to commence immediate construction work.

"We are tired of waiting for someone to do something for us and we are going to do something for ourselves," concluded Mr. Blanchard.

Mayor Smith Endorses Bond Issue. Mayor Robert G. Smith entered at once into the heart of the proposition by advocating the issuance of bonds by the municipality. Smith referred to the fact that as long ago as last June he had advocated a bond issue for the construction of a railroad to the Applegate valley, he then having taken up the discussion with the Rogue River Line Co., who had in contemplation the erection of immense cement and lime plants on Cheney creek. Mr. Smith stated his idea of the issuance of bonds as follows:

"When Mr. J. F. Reddy about two weeks ago first approached the citizens on this subject, I then suggested to him that on account of the expense of terminal grounds and a bridge across Rogue river the amount of money that could be raised here would not construct much railroad in mileage. For that reason to make a start that will insure success we should use the credit of the community to further an enterprise that means so much to us."

Call Bonds Election. "Therefore I am in favor of submitting to the electors of the city the proposition to issue \$100,000 bonds for general municipal purposes with the declared intention to use that sum to purchase terminal grounds, build a bridge and lay rails the first few miles out of Grants Pass, to be absolutely owned by the city, but leased to the proposed railroad company for the interest on the bonds with an option to buy the same at cost and interest, provided that \$60,000 will be raised to extend the road towards and beyond Applegate. This would give a total sum of \$155,000 for terminals and construction, as the city would desire to withhold \$5,000 for the first year's interest on the bonds. This rightfully used would build a road beyond Applegate and the city would be amply secured, and that the road would be taken off the city's hands in a short time and every cent repaid I feel morally certain."

Bond Issue Legal. "There are no legal obstacles to overcome except a vote of the people to issue the bonds. If this meeting deems it advisable, I will call a meeting of the common council tomorrow night, or any other time and ask them to pass on the question of submitting the issuance of bonds under the proper conditions to the electors of the city."

Mr. Smith also proposed that the county court should build a combination wagon and railroad bridge across the Applegate river, to be later sold to the company, and this proposition was indorsed by the meeting. He pointed out what the county would gain in taxable property through the building of the railroad, and that it could well afford to foster and assist in the enterprise.

The mayor pointed out the advantage that would come to this city as soon as construction was commenced, and through all the years in the payroll that would be created. The building up of the cement and lime industry on Cheney creek, the making available of tracts of timber that would supply mills and factories, and the mining activity that would be brought about.

Home Indorsement Needed. Dr. J. F. Reddy, to whose capacity and ability as an organizer and promoter the present combination of circumstances has been brought about, said that the best possible inducement that could be offered outside capital to interest itself in a community was the faith the community exhibited in itself and in its resources. Regarding the route to the coast, the doctor said that it had been passed upon by competent engineers, and that it was entirely practicable. He said that terminals, right of way and wharfage at Crescent City had already been arranged for, and that the coast interests were in themselves of magnitude enough to warrant the building of the road, and that unless it had been possible to make the arrangements that he had made with the lumber men there, he would not have interested himself in the road's promotion. He eulogized the mining interests adjacent to Grants Pass, and said that with the building of this road there would be opened up an industry that would supply both the pay roll and the market. "One copper mine," said Dr. Reddy, "is worth a dozen sawmills, and is worth all the farms in the valley." He added that it was probable that with transportation there were mines that would give employment to from 1,000 to 1,500 men each.

Tonnage Is Here. He told of the building of the branch lines in the Spokane mining districts where there was not one-half the tonnage in sight that is now guaranteed this line.

That the solution of the railroad question was in the hands of the city of Grants Pass the doctor averred. He said that he was in touch with capital, and knew right where to go to finance the scheme if the people of this city do their duty. "Issue bonds to raise the necessary funds and nothing can stop the building of this road," said the doctor.

Mr. Gilkey Strikes Keynote. Cashier H. L. Gilkey of the First National bank, said that the proposition of bonding the town was the most feasible that had yet been advanced in the entire railroad matter, and he gave it enthusiastic endorsement. But instead of bonding for \$100,000, Mr. Gilkey favored the making of an issue of \$200,000, and returning to the people the sums which might now be subscribed for the immediate carrying on of the building of the road. He went into the finances of the question, and showed how light would be the effect on the taxpayers to bond a city of the size of Grants Pass for \$200,000. A two mill tax, he showed, meant less than \$2 on each \$1,000, and this would meet the annual payments, and with the added valuations and the new wealth that would be created, it would be a matter of small moment.

Endorsement is Unanimous. Ringing addresses were made in favor of the proposition by Thos. F. Stanley, H. C. Kinney, C. L. Hobart, president of the commercial club, A. C. Hough, and others, and when the great concourse of people was asked to express its mind upon the \$200,000 bond issue there was a spontaneous rising of the audience, and not a man offered objection or voted in opposition, and acting upon this sentiment, Mayor Smith and the councilors of the city.

(Continued on Page Five.)

SPECIAL BOND ELECTION DEC. 18

COUNCIL IN CALLED MEETING PASSES ORDINANCE.

ISSUE TO BE \$200,000

Bonds to Bear Not More Than Five Per Cent Interest, and Not to be Sold at Less Than Par.

On Wednesday, December 18th, the voters of Grants Pass will vote upon the proposition of bonding the city in the sum of \$200,000 to assist in the financing of the proposed railway to the sea.

The council, in special session Wednesday night, passed an ordinance calling for the election, there being but one vote recorded against it, that of Mr. Everton, he stating that there were some features involving the legality of the bond issue upon which he was in doubt. The mayor said that all these points had been carefully looked into, and that the action of the council met the law in every particular.

Other than Mr. Everton the councilmen were agreed that it was the wise and the profitable thing to do, and Mayor Smith made it clear that the interests of the city would be safeguarded in every particular. He said that the city could not invest in the stocks or the bonds of the corporation, but that it could purchase and hold, for sale or lease, lands, bridges, trackage, etc., and the ordinance passed protects the public on all these points. The bonds shall not bear a greater interest than five per cent, and shall not be sold for less than the par value, and shall be redeemable in such time as the council shall fix.

The ordinance recites that the council shall have authority and power to incur indebtedness and pledge the credit of the city for the sum of two hundred thousand dollars, in addition to the other indebtedness of the city now outstanding, for general municipal purposes, building bridges, roads or electric or steam roads or tramways within or without the city of Grants Pass in Josephine county, and to buy and hold real estate for such purpose.

PLACER MINES OF JUMP-OFF-JOE OPERATES.

Mr. and Mrs. G. E. Howland have returned from their mining properties in the Jump-Off-Joe district, where they have been for the past two months.

Mr. Howland reports that all of the Jump-Off-Joe placer mines are either already at work or that they will begin operations before the end of another week. Sufficient water for placer mining was available this season much earlier than usual, and some of the mines were not ready to make use of the first flow. The grants of the Sexton and of the H. & C. are active now, however, and the three grants on the Swastika will commence washing out the gravel next week.

The Jack's creek mine is installing a gasoline engine and hoist, and will use the outfit to lift some of the heaviest boulders out of the way.

The miners are all enthusiastic over the outlook, and with the early coming of the water anticipate a most profitable season's run.

Bicycle Lamp Explodes

Ed. Styger is suffering from the effects of a carbide bicycle lamp exploding, which occurred several days ago. The young man had filled the lamp and was lighting it when, without warning the flames shot out, burned his eyebrows and seriously scorched his nose and eyes. The wounds are very painful, but not serious.