

A Young Booster

Carl Taylor, of Eagle Point, is not the biggest nor the oldest boy in Jackson County, but he is one of the good old county's best boosters. Carl is a little chap, 'bout knee high to a big Jackson County Pekin duck, and he has a little garden in which he plays "The Man With the Hoe" act pretty regularly. This year Carl concluded that he would prove to the world that Eagle Point soil will produce some prize stuff besides big onions, so he raised a few cucumbers just for the benefit of Missourians and others who have to be "shown."

The other day he sent to the HERALD office, for exhibition purposes, a sample cucumber from his garden which measures 27 inches one way and 11 inches the other. The HERALD has measured this cucumber and it is ready to stand by the measurement. The specimen is on exhibition in the HERALD show window and anyone who doubts the measurement is at liberty to come in and measure this wonder himself, on the following terms: If our measurement is found not to be correct, we give you a year's subscription to the HERALD free. If it is found correct, you are to subscribe for the HERALD at the regular subscription rates. Subscribers already paid in advance can have a chance on an additional year's subscription without extra cost.

Melon Season On

The watermelon season is now on in full blast and Central Point is recognized as an important shipping station for this class of fruit.

The first car of the season was shipped Monday from the field of Ira Love, just across the Bear Creek bridge. The melons average between 15 and 20 pounds each and an ordinary box car holds about 3000 melons. The shipment is made to a Portland commission firm, and from the price now quoted the product is expected to net the grower about one cent a pound f. o. b. Central Point.

A 20-acre field should ship about two cars a week during the high of the season, or perhaps eight cars during the season.

Odd Fellows Prosperous

The lodge of the Independent Order of Odd Fellows, recently organized here, is growing rapidly, many new members being received weekly. A sign of growth and of the optimistic feeling which prevades the lodge is the fact that already the members are considering the advisability of securing a good business lot or two on which to erect a substantial brick building for their lodge home, a little later. Central Point is waking up and growing some, thank you.

Drove to Ashland

Mr. and Mrs. I. C. Robnett and Mr. and Mrs. Geo. Fox drove to Ashland last Sunday morning and spent the day in the shady grove on Ashland Creek. They spent an enjoyable day and reached home at nine p. m.

Pioneers Reunion

Southern Oregon pioneers are holding a reunion at Jacksonville today. An entertaining program has been prepared for the occasion and the old-timers will no doubt have an enjoyable day.

Bring on Your Samples

The HERALD respectfully invites the farmers, gardeners and orchardists to bring samples of grain, vegetables and fruit to this office and place them in our exhibit window. Many people pass this office every day and any new samples placed in the exhibit window attract attention right away. Many strangers are expected to visit Central Point this Fall, and we would like to show them that this is really the garden spot of the Rogue River Valley. Please bring samples.

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CENTRAL POINT, OREGON

Briggs Mine Rich

ASHLAND, Or., Aug. 26. (Special).—From reports from the Briggs mine, it looks as if this phenomenal property is destined to be the biggest mine in the Northwest. Work being carried on shows it has a very large body of exceedingly rich ore. The rich find of young Roy Briggs on Sucker Creek attracted very wide attention and the development of the property promises to bear out the glowing predictions made when the mine was first discovered.

A tunnel has been run 150 feet below the discovery of the vein and at a distance of 185 feet the wall was found in place, a cut was made to the foot wall and showed a clearly defined vein of quartz 30 feet wide. The vein was driven onto the west, all in ore, a cross cut was made showing the vein 31 feet wide, the drift was continued 30 feet where another cross cut is being made now in 19 feet, all in ore. The entire drift to this date has been continued a distance of 150 feet, all in ore, assays of this vein give an average of over \$20 per ton. An upraise was made to reach the surface near the discovery point, and 55 feet below the surface the rich gold chute has just been encountered, showing free gold and assays over \$1000 per ton. A chute was then found in the tunnel about 100 feet from the portal. This chute is about 12 inches. It has been cut in about ten feet and assays over \$500 per ton. This shows conclusively that there are veins in Oregon that are not pockets. Reports from the foreman just received is that the chute still continues very rich.

They Were Good Fellows

A good story of how two women from Portland tricked a number of men in this city into making them believe that they (the women) were "good fellows" and secured evidence that may lead to their indictment for violating the prohibition law, is beginning to leak out.

A little over a week ago two buxom women arrived in Eugene on the southbound train and enquired of persons at the depot as to the location of a well-known sporting house. They secured rooms and then began their work. They made the acquaintance of quite a number of men about town, so the story goes, and on several occasions "went the rounds" with them, drinking beer and other "soft drinks," and having a general good time. It now turns out that the women were in the employ of the Anti-Saloon League, or the Law Enforcement League, or whatever it is, at Portland, and that they will testify before the grand jury where they got the liquor and who sold it to them. It is needless to say that the women have left the city.—Eugene Guard.

Railroad Changes

Portland, Aug. 25.—The Southern Pacific Company has decided to abandon its long and persistent attempt to make through freight and passenger traffic profitable over the Siskiyou mountains.

Yesterday the company consummated at San Francisco the purchase of the California & Northeastern railroad, which has forty miles of road extending north from Weed, with rights of way to Klamath Falls, Oregon. This will be extended to meet the Natron extension now surveyed into the Klamath country. It is expected that the new route will be completed and in operation within two years and will reduce the cost of carrying freight and passengers by one-half. The proposed line from Eugene to Weed, about 294 miles long, will be operated as a feeder and the only change in its relationship to the general system will be its train service, which will favor Portland and Coos Bay commercially, almost to the exclusion of San Francisco. The junction of this new route with the S. P. lines in Oregon will be at Eugene, when the Willamette bridge, now under construction, is completed.

Under the new regime trade relations will be somewhat readjusted. The Rogue River country may become tributary to Coos Bay, the nearest seaport at the end of the Drain line. This will place Coos Bay wholesalers in a position to do business throughout the region from Eugene to Ashland. From Coos Bay to Ashland the distance is 259 miles; from Portland to Ashland, 341 miles.

The Weed road, a logging railroad, was some months ago sold by the Weed Lumber Co. to a syndicate that proposed to extend it to Klamath Falls for a bonus of \$100,000. Of that amount \$35,000 was subscribed by Klamath Falls people and \$15,000 in San Francisco. The road was to be completed to Klamath Falls by the first of March, 1907, and when trains were operated the bonus was to be turned over to the company. The builders, however, got into financial difficulties, and the Southern Pacific was induced to take over the project. Construction is now under way at a point 45 miles south of Klamath Falls, but the road will not be completed in time for the company to secure the bonus.

The new Klamath route main line will be 100 miles longer than the present Shasta route, but it will be possible to move trains over it faster than on the present schedule. The altitudes of the new line will be nearly as high as the present route, but the grades will be of a much lower percentage and the running time faster.

The Weed road was built ten years ago and is now being practically rebuilt. The Natron line was built about 20 years ago by Wm. Reid and a syndicate of English capitalists. It is 94 miles long, from Woodburn to Natron, and was originally a narrow gauge until purchased by the Southern Pacific some years ago.

Gold Hill Canal

Construction work has commenced on the dam and canal at Gold Hill, which will be pushed to completion. The dam will be 420 feet long and the canal will be 2000 feet long. A new power house will also be constructed and the plant is expected to develop 9600 horse power.

Miss Leta Vaupel, of Ashland, is visiting friends here.

Send the HERALD to your friends.

A Good Business

J. W. Jacobs & Co., the well-known firm of marble workers of this city, received a shipment of fine monuments a few days ago direct from the famous granite quarries in Vermont. This shipment contained fifteen monuments and another car is expected at any time with thirty more. The good part of the matter, Mr. Jacobs says, is that every monument in this and the expected shipment is sold and only needs the lettering to be ready to set up.

Words of Praise

Miss Clara E. March, who has just finished a successful term of school at Derby, has returned to her home near this city. The following highly commendatory statement concerning her work there has been made by one of the directors of that district:

"Miss Cora E. March, of Central Point, has just closed a very successful term of school in district No. 71. We wish to give her the highest recommendation possible. She has taught a four months' school with entire satisfaction, although this was her first term of school. We wish to give her credit for the maintenance of order on the school grounds, as well as in the school room, and last but not least for the advancement she wrought with the children. She goes to her home with the best wishes of the entire neighborhood."

WM. A. AITKEN

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