

ARMY OF MEN ON OREGON ROADS

Progress of Railroad Building in the Central Part of State Struggle of Hill and Harriman Lines.

RAILWAY GAZETTE SIZES UP SITUATION

Oregon Trunk Building Better Line Than Harriman System — Part Played by Panama Canal.

The Railway Age Gazette furnishes some interesting data regarding the railroad invasion of Oregon now in progress. The following is a compilation of the account:

Eight thousand men are working on the two railroads that are engaged in a titanic struggle for supremacy in central Oregon. On each bank of the Deschutes river, from its confluence with the Columbia river at the northern border of Oregon to the mouth of Trout creek grading and tunnel work are being rushed as fast as the conditions under which the work must be performed will permit.

This is a struggle between the giants. The Deschutes river flows from central Oregon northward and empties into the Columbia. It offers a route for bisecting the state from north to south, and both the Harriman and Hill interests sought to take exclusive advantage of it. A legal battle resulted and out of it came an understanding whereby both interests were enabled to proceed. The Harriman interests still control one point of vantage which is a stumbling block to the Hill interests, but the latter is apparently confident of surmounting it, for the Hill road is being surveyed and graded on both sides of the land in dispute.

The Deschutes Railroad
The Harriman system is building the Deschutes railroad along the east bank of the Deschutes river, connecting at Deschutes with the Oregon Railroad & Navigation line, which follows the south side of the Columbia river east and west. The O. R. & N. gives this company transportation facilities from Portland for materials and supplies and has enabled more rapid construction work than has been possible on the Hill line on the opposite shore.

The contracts awarded already will take the Deschutes railroad to Redmond, a distance of 130 miles from the Columbia, following the Deschutes for 85 miles and keeping close to the high water level of that river, down in the bottom of the canyon. The maximum grade will be .08 per cent and the maximum curvature 17 degrees 39 min., according to information furnished to the Railway Age Gazette by Chief Engineer G. W. Boeckhe. Fifty-two miles of the first 89 will be crooked track, on account of the crookedness of the river. Eighty-three miles up the river the line turns up Trout Creek valley, following it a few miles and thence strikes southerly, passing near Madras and so on to Redmond, crossing Crooked river en route. At one point there is a one per cent grade opposing north bound traffic, but this is to be reduced to .06 per cent.

Six miles of track have been laid since work was started by contractor John Twoby of Spokane, Washington, last September. He has 3500 men employed now. The railroad and 250 men laying track and building bridges. There are 45 miles of grading completed. Trains will be operated on the first 90 miles by the end of next July. The road will cost, for 120 miles, \$45,000 a mile or \$5,250,000.

Oregon Trunk Line
The Hill interests are building the Oregon Trunk line up the west shore of the Deschutes, from the Columbia to a point seventy miles south, where it crosses and follows the east shore, parallel with the Deschutes line for 23 miles, until it reaches Willow creek which it follows as far as Madras, 108 miles from the Columbia.

The Oregon Trunk line must first cross the Columbia river near Celilo, and connect with the Hill line on the north bank of that river. This will require a bridge 3400 feet long. It must also build three crossings on the Deschutes, as it was found more practical to cut across one bend than to follow its sharp curves. The maximum grade will be one and three-tenths per cent for a short distance near Madras, but for the first 95 miles it is .06 per cent. The maximum curvature is six degrees. There will be no grades opposing north-bound traffic. Porter Brothers of Spokane, Wash., are the contractors, and have 3800 men at work. They have graded 25 miles since last September, bringing in equipment by wagon from Dufur, on the Great

Southern, in the same manner as was done by the builders of the Deschutes line on the opposite side. No rails have been laid, but great quantities of materials are ready for use at the mouth of the canyon, according to President John F. Stevens and Vice President G. A. Kyle of the Oregon Trunk, who furnished the information to the Railway Age Gazette.

The Oregon Trunk line is being built in a more substantial and consequently more expensive manner than the opposing road. While its contracts only so far let carry it to Madras, it has been located to Bend, 40 miles further south, and has been surveyed to the California line.

To Klamath and Lakeview
The two roads are after the same business and seem bent upon invading the same territory throughout their length. Porter Brothers more than a year ago started building the Oregon Trunk. They were opposed by Harriman after they had got well started, but J. J. Hill took up the Porter project and put John F. Stevens of Panama Canal fame in charge. Then the Hill and Harriman systems put large corps of surveyors in the interior of Oregon, as well as large crews of builders on the Deschutes. Where one side has surveyed, there also has the other been seen. The Deschutes line is to connect at Klamath Falls with the California North-eastern and a line building to that point from Natron, Oregon. The Oregon Trunk, Hill's line, is going to Klamath Falls, and is to connect there with a line that is to be immediately surveyed from a point in Plumas county, California, where connection will be made with the Western Pacific. To offset the Natron line, Hill is to build to a connection with a line through Medford and the Rogue river valley. The Harriman system plans a road east to Lakeview and Alturas and another line across country to Winnemucca, to connect with the Central Pacific. Hill has surveyors running lines down through Idaho and eastern Oregon to Lakeview and will run a branch of the Oregon Trunk to Lakeview to meet that project, which will give a short cut to his transcontinental road. The Harriman system is also busy with surveys in Idaho and eastern Oregon.

North and South Lines
Whether all these surveys will be followed by railroad building is for the future to determine, but it is that the two Deschutes lines are building, the Natron line is building, and both the giants have construction work under way in Idaho.

These Idaho and eastern Oregon lines will supply the link talked of north and south routes that have been lacking in the West. It is believed that the Panama canal has a large influence in causing the activity in that line, as it will be necessary to have the north and south rail routes if the Northwest—Idaho, Montana, Eastern Oregon, Eastern Washington and other sections similarly located—are to get the full benefit of the canal when it is completed.

Haskins for Health.

Olympic Flour
is an aid to rather than a test of your ability.
—Mother.
If you don't get the baking results you should try a sack of Olympic—it always makes good things to eat. It's "better than ever."

AT YOUR GROCER'S
PORTLAND FLOURING MILLS CO., PORTLAND, OREGON

Medford Shoe Shining Parlor

OH, HERE WE ARE AT LAST!

For ladies, gents, children, this is the place where you will save time and money by getting your shoes shined by an experienced artist. Oiling and dyeing is my specialty. Now, don't forget the place, No. 4 South Central avenue. Open from 7 a. m. to 8 p. m.; Sunday till 2 p. m. The coast Champion Bootblack.

V. W. HOWARD, Prop.

SAYS ROADS HOLD UP EMIGRANTS

Complaint is Filed With Interstate Commerce Commission Charging the Railroads With Holding Up Homeseekers.

WASHINGTON, March 29.—A systematic attempt by the railroads to "hold up" emigrants going into New Mexico is alleged in a complaint filed recently with the interstate commerce commission by Sam T. Young of Texico, New Mexico. He declares that the experience he had was a common one among other emigrants entering that territory.

A year and a half ago Young shipped his "emigrant outfit," consisting of livestock, household goods, etc., from Allensville, Kentucky. He was called upon to pay \$134 in advance and was told by the railroad agent that would be the correct and total charge between the two points. He sent the stuff on in charge of a hired man but the shipment was held up at Amarillo on a demand for an additional \$206 for freight. Young could not be communicated with and for five days the live stock was neither fed nor watered nor was it allowed to be unloaded.

Finally Young paid the additional money under protest and when he filed his complaint, the railroads promised to refund it but have yet done so. He says that many other emigrant outfits going into the southwest portion of the United States are being similarly treated.

He charges the following roads as being responsible: The Louisville and Nashville; the Chicago, Rock Island and Pacific; the Chicago, Rock Island and Gulf railway and the Pecos and Northern Texas railway.

Medford, Oregon: This certifies that we have sold Hall's Texas Wonder for the cure of all kidney, bladder and rheumatic troubles for ten years, and have never had a complaint. It gives quick and permanent relief. Sixty days' treatment in each bottle. Medford Pharmacy.

NOTICE
is hereby given that the undersigned will apply at the next meeting of the city council of Medford, Oregon, for license to sell malt, vinous and spirituous liquors in less quantities than one gallon, for six months, at lot 10, block 29, in Medford, Oregon, for a period of six months.

BASS & HALE.
Dated March 22, 1910.

M. J. REDDY
The Jeweler

For everything that is good in the Jewelry Line.
NEAR THE POSTOFFICE.

RESOLVED

The best resolution for you to make is to come to us for your next suit, if you want something out of the ordinary. We do the best work and charge the lowest prices.

W. W. EIFERT
THE PROGRESSIVE TAILOR

EXTRA GOOD BUYS

\$10,000—9 1/2 acres; 100 rods from Oakdale avenue; good new buildings; 7-room house; barn for 7 horses and ten tons of hay; this tract includes 3 acres of 7-year-old Newtowns, 3 acres 7-year-old Spitz, 1 acre 4-year-old Spitz, 1 acre 4-year-old Bartlett pears, balance pasture; fine well of water; half cash, balance to suit. This is a good buy; close in and won't last long.

\$125 per acre—Close to Phoenix; five acres; one-half level, balance on slope; all slashed and half acre stumped; half cash, balance 1 and 2 years or monthly.

\$5500—7 acres inside of city limits; half cash, balance 1 and 2 years 6 per cent.

\$2200—8-room house, new, plastered, piped for water, bath fixtures all in; 5 bedrooms; lots of closets; electric lights; lot 50x104; half cash, balance easy terms.

\$375—Lot 50x108; close to Jackson street. This price includes shed and walk.

McARTHUR & ALEXANDER
ROOM 3, POSTOFFICE BUILDING
PHONE 3681 MEDFORD, OREGON

A FIRST-CLASS FRUIT AND ALFALFA RANCH. 185 ACRES, 5 AND A HALF MILES FROM RAILWAY STATION, PRACTICALLY ALL BOTTOM LAND, 140 ACRES NOW UNDER CULTIVATION. WATER RIGHT WITH PLACE, FAIR HOUSE, TWO BARN, SCHOOLHOUSE ON THE PLACE, FOR \$15,000, WHICH IS ONLY \$81 AN ACRE. SIX THOUSAND DOLLARS CASH WILL HANDLE, AND EASY TERMS CAN BE HAD ON THE BALANCE. THIS IS A FINE CHANCE TO GET A FIRST-CLASS TRACT OF LOW PRICED LAND FOR DEVELOPMENT PURPOSES. WE DON'T THINK THIS WILL LAST LONG, AND IF YOU ARE INTERESTED, COME IN AND SEE US ABOUT IT.

W. T. YORK & COMPANY

ELECTRIC PARK

Adjoins the county seat, Jacksonville; 20 minutes' ride by train or auto from Medford. This beautiful wooded tract contains 650 acres of land, commanding a magnificent view of Medford and the valley. It is proposed to incorporate a company, capitalized at \$65,000, with 650 shares of stock at \$100 per share. After incorporating, it is proposed to plat and subdivide the grounds into acre tracts, plant it to fruit, best adapted to the soil, and sell it at an average price of \$500 per acre, on easy terms. Each share of stock represents one acre, and for a short time stock will be sold for \$100 per share, \$10 cash and \$5 per month for 18 months. This stock is not for sale as a whole at \$100 per share, nor at the rate of \$100 per acre. The company proposes to realize much more out of it for the stockholders. Over fifty of Medford's live booster business men have already invested. Two hundred more booster investors are wanted to purchase one share only each.

The combined boosting of this Electric Park bunch will make a populous suburb to Medford, make hundreds of beautiful homes, make an hourly service on Barnum's railroad, and make its stockholders a handsome profit.

For further information inquire at Office, 209 West Main Street.

GOLD RAY REALTY CO.
209 West Main Street Medford, Oregon

P. C. HANSEN TOM MOFFAT
We make any kind and style of Windows.
We carry Glass of any size on hand.
MEDFORD SASH & DOOR CO., Medford, Oregon.

Animal Insurance

We insure Horses and Cattle Against Death From Accident, Disaster or Fire.
NATIONAL LIVESTOCK INSURANCE ASSOCIATION,
J. E. Tull, Agent, Medford.

Medford Iron Works

E. E. TROWBRIDGE, Proprietor.
FOUNDRY AND MACHINIST
All kinds of Engines, Spraying Outfits, Pumps, Boilers and Machinery. Agents in Southern Oregon for **FAIRBANKS, MORSE & CO.**

DRIVERS that know the country

GET that cover the country

QUICKLY AND WITH CONFIDENCE TO YOU ARE ALWAYS TO BE FOUND AT THE
FARLOW & DOWNING, PROPRIETORS,
WEST SIDE STABLES
PHONE 2431 8. GRAPE STREET

For Sale

640 acres of Good Farming Land at \$35.00 per acre. Being situated three miles west of that place and near the government irrigation canal. This land is selling at a BARGAIN and now is your time to INVEST. For particulars write

Harry Moon P. O. Address
Germantown, Calif.

Good Buys In Real Estate

IT WILL PAY THE BUYER TO INVESTIGATE
FIRST—We have city property of all kinds.
SECOND—We have orchard tracts of all kinds.
THIRD—We have cultivated land of the best quality in Rogue River valley, Roseburg, Eugene and Willamette valley.
FOURTH—We have large tracts of unimproved lands in and about Rogue River valley that we will sell in large or small tracts to suit the purchaser.

Jackson County Realty Co.

Street Number 604 West Tenth. Phone 141.
Come and see our holdings.
We also have modern rooms to rent.

REAL ESTATE

Farm Land ✦ ✦ Timber Land
✦ ✦ Orchard Land ✦ ✦
Residences ✦ City Lots
Orchards and Mining Claims

Medford Realty Co

Room 10, Jackson County Bank Building