

"HIGHCROFT"

**"You Can't Make a Silk Purse Out of a Sow's Ear."
Even if you had the requisite materials with which to
make it, the more difficult part still would remain.**

SO IT is with a project such as we have undertaken. After tiresome delay and unusual expense, we secured absolute title to the most sightly piece of residence property, so convenient to the city. We have platted same on a generous, picturesque plan. Lots almost half an acre in size. Numerous wide streets that preserve the almost perfect natural contour; and yet singularly enough, the hardest part of our plan is still before us.

THE primary and most important feature is to obtain your assistance in making the most of this one opportunity to establish a home center for those who desire not only what nature has so graciously provided, but also the refining influence of pleasant surroundings, congenial neighbors, harmonious architecture, etc.

WE WILL meet you more than half way, if you desire to join us in this really interesting work. Let's talk it over. We would heartily appreciate any suggestions that will contribute to your and our satisfaction in the effort to further adorn this superb site for a better class of homes.

THE MOTTO OF A GREAT MANUFACTURER MIGHT ALSO APPLY TO OUR ENTERPRISE:

"Not How Cheap, But How Good" HIGHCROFT ADDITION INCORPORATED

JNO. D. OLWELL, President A. CONRO FIERO, Secretary and Treasurer J. E. BARKDULL, General Agent

**MOTOR PLUNGES INTO
TRAIN; SCORE HURT**
(Continued from Page 1.)

W. L. McClure of Gold Hill, scalp wounds and bruises.
Roy Carpenter, hips badly bruised.
W. T. Hankins of Starr, Or., back bruised, scalp torn and left shoulder fractured.
Mrs. Georgia Gruggman of Seattle, badly bruised.
Mrs. William Budge of Medford, minor facial cuts.
Mrs. A. M. Cary of Medford, minor bruises.
H. F. Caton of Central Point, hand and wrist cut.
H. C. Rheidel of Gold Hill, bruised and face cut.
Miss Mildred Gerig of Medford, facial cuts and bruised about lower limbs.
F. G. Olsen of Central Point, teeth smashed and face cut.
Fox of Portland, badly bruised and severe cuts about face.
Wes Riggs, motorman, face burned and hair singed, badly bruised, possible internal injuries.
P. J. O'Gara of Medford, cut about legs, severely bruised.
Harry M. Bateman of Medford, sprained knee and severe bruises.
Stetler Bros. of Canton, O., badly bruised.
Aside from these there were a number of others injured.
The motor had come from Ashland on time and left under charge of Conductor W. A. Taylor and Motorman Wes Riggs. Leaving Medford the motor ran down to the Pacific & Eastern junction, where No. 15 was waiting for it to sidetrack. Nearing the waiting train, Riggs threw on the brakes, but the air refused to work. He signaled 15 and reversed his engine. The speed diminished to some extent.
Engineer Anderson noticed the actions of the motor and, seeing the speed of the approaching car did not slacken immediately, he began to back his train.
The motorman stuck to his levers and the car smashed into the engine. Riggs crawled through the debris to the gasoline connections and broke them, shutting off the gasoline, else there would have been an explosion. In doing this, for the apartment was a mass of flames, Riggs was badly burned about the face and lost part of his hair. If

he had lost his nerve for an instant the wreck would have become a calamity, for everyone in the motor would have been killed.
When the car struck, every seat and piece of furniture in the interior of the motor was torn loose from the walls and every seat smashed into kindling wood.
The outside door jammed. H. F. Caton of Central Point smashed the glass and helped his fellow passengers out. The shock of the collision telescoped the motor car and smashed the pilot of the engine and dented the boiler, breaking the headlight into small bits of glass.
The motor was a total wreck. The front was smashed in for ten feet. Every piece of machinery was entirely broken or displaced.
When the car was about to collide with the engine, Fish Warden Clanton, seeing that a wreck was coming, swung off train 15 to the ground. Just then the collision occurred and a lady was thrown from the motor. Mr. Clanton was in position to catch her and she suffered no injuries.
After the wreck, word was sent to Medford and a score of automobiles went to the scene of the wreck and assisted in moving the injured to Medford.
Dr. Porter, Seely, Pickel, Hargrave and Stevenson hurriedly drove to the scene of the wreck and rendered assistance to the victims of the accident.
There were several eye witnesses of the accident, Constable Singler being within 30 feet of the accident when it occurred.
"I was on No. 15," he states, "and when it stopped at the junction I got off the train and walked slowly to the front of the engine."
"I watched the motor come toward us. Yes, it was coming pretty fast. As it neared the switch, I noticed that the speed did not slacken to any great degree."
"I saw the motorman working his levers frantically and knew that something was wrong. He whistled three times as a warning. No 15 then started to back up. It had not gone 15 feet or more before the motor struck the engine."
"The motorman did not leave his levers until after the collision."
"I started to get out children and women."
H. A. Cohn was with Constable Singler. He said: "A Medford officer and I were near the front part of the engine. The engine was about 40 feet from the switch. The motorman blew three sharp whistles, warning us that it was running away. I found a gold watch that someone had lost and gave it to Constable Singler. It was returned to

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County Seat Real Estate Office

We wish to announce to prospective purchasers that we still have bargains in farm and city property to offer you, also timber and wood lands. Last, but not least, a few of the BEST STOCK AND ALFALFA RANCHES in Southern Oregon at prices and terms that will please you. These ranches have an abundance of water for irrigation, good buildings and some stock. Let us "show you." Office in Bank of Jacksonville Bldg., Jacksonville, Oregon.

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