

Week's Happenings in Medford Society

Miss Fife of St. Joseph, Mo., a guest of Mrs. C. H. Redfield, has been the recipient of several pleasing affairs the past week.

Among the hostesses who entertained in honor of Miss Fife were Mrs. Rardon, who made bridge the amusement of a few hours Wednesday afternoon, and Mrs. Woodford, who gave a delightful lawn party Thursday afternoon at her home on West Tenth street.

Misses Bertha English and Hazel Davis gave a delightful afternoon at bridge Monday with Miss Mae Thomas as honor guest. There were 35 young ladies present. Misses Helen Dahl and May Thomas received prizes.

Miss Esther Merritt of Central Point, who returned to Berkeley, Cal., Tuesday morning to resume her studies in Miss Head's school, visited Medford friends before her departure.

Mrs. Osgood and Mrs. Hance are anticipating a visit the first of the week from their sister, Mrs. F. N. Whitman of Minneapolis.

J. H. Neustadt, who has been spending the summer at his orchard east of Medford, has returned from a trip to San Francisco.

Miss Marion Dwight, who has been the summer guest of Mr. and Mrs. W. H. Meeker, has returned to her home in Astoria.

Mr. and Mrs. J. H. Bellinger and son Ralph have returned from a several weeks' outing at Coletia.

Hon. R. F. Mukey was among the arrivals from Grants Pass Thursday.

Thursday evening a number of Medford citizens, attended the reception tendered Mr. and Mrs. Jack London at the opera house upon their return from an auto trip to Crater Lake. Mr. London, who, besides being an ardent socialist, is a popular novelist and a world wide traveler, in an entertaining lecture related how he came to take up socialism and after the rendition of several enjoyable musical selections, greeted the friends assembled with marked cordiality.

Mrs. J. H. Rodgers, a former resident of Medford, who is now living in Spokane, is the guest of Medford friends for a few days. She is accompanied by her son Albert.

Several friends are invited for an informal evening with Dr. and Mrs. Porter, who live on South Oakdale, the occasion being the former's birthday.

Mrs. Porter opened her home Saturday evening to several friends, the occasion being Dr. Porter's birthday.

Mrs. S. A. Nye as hostess to a few friends gave an informal bridge party this Saturday afternoon.

Superintendent and Mrs. Collins and two children were among the passengers for Coletia Thursday.

Mr. and Mrs. Hafer have gone to Klamath Falls by auto on a few days' business and pleasure trip.

Miss Laura Treichler left Thursday morning for Berkeley, Cal., where she will enter the U. of C.

A. E. Reames returned Thursday from a business trip to Portland.

The Crater Highway Winds Through Miles of Forest Like This



CRATER LAKE LUMBER CO.

Miss Ione Flynn entertained Wednesday evening with high jinks at her home on Tenth street, the honor guest being Miss Edna Tilton of Seattle. The guests were Misses Agnes Isaacs, Luella Campbell, Lorraine Bliton, Flora Welsh, Mildred Gerig, Opal Daley, Fern Jerome and Bertha Brandenberg.

The many friends of Mrs. Pearl Eaton, who left here in quest of health, will be pleased to learn that she is much improved. She is at present at Spokane, Wash.

Miss Madge Ridell is the guest of Miss Hazel Myart on Rogue river for the week end.

Miss Flora Gray, who has been spending the summer in Portland, has returned.

Mrs. B. J. Trowbridge visited in Phoenix Thursday, the guest of Mrs. R. B. Orr.

Mr. John Phlegar has returned from a trip to Astoria, Seaside and Portland.

J. G. Mann, who has been buying goods in the eastern markets, is again at home.

Mrs. H. C. Kentner invited friends in Friday afternoon for three tables of bridge.

Charles Rogers of Spokane is spending several days with Medford friends.

Miss Elizabeth Putnam is confined to her home by an attack of malarial fever.

Miss Opal Daley gave a bunk party Friday night for ten of her girl friends.

H. G. Wortman and family are spending a week camping near Butte Falls.

Dr. and Mrs. J. M. Keene leave today for Pasadena.

TWENTY CARS PEARS SHIPPED

Next Week Will Witness a Continuation of Shipments—All Are Splendid in Point of Quality—Pack Best Ever Sent Out.

The close of this week will see a total of 20 cars of Rogue river pears shipped east. This includes the shipments from the Gore orchard, from Grants Pass and those shipped by the Rogue River Fruit & Produce association.

The shipments will continue in full blast next week. Pears are filling nicely and all that have gone forward have been excellent in point of quality. As the market is gradually recovering it is expected that they will bring splendid prices.

GREAT FOREST FIRE RAGING IN REDWOODS

SACRAMENTO, Cal., Aug. 19.—State Forester G. W. Homans today is on the way to Monte Rio, Sonoma county, about 75 miles from San Francisco, where a big forest fire is raging, according to a telegram received here, from T. E. Halleck, who said that more than 100 firefighters are assembled, and that the force is being steadily augmented by volunteers from the surrounding country. It is said that a number of summer resorts and cottages in the neighborhood are threatened. Hundreds of campers in the Redwood country nearby are leaving as fast as they can pack their outfits.

SHUT OFF WATER EARLY SUNDAY

City to Make Repairs to Cast Iron Main on East Side—Water Will Be Off for Several Hours Until Damage Can Be Repaired.

The city water supply will be shut off Sunday morning at 5 o'clock and will remain off for three or four hours while repairs are made to the system on the east side. Recently while substituting a cast iron main on the east side in place of the old wooden one a valve was left too high and must be lowered before the paving is completed. It is for this purpose that the supply of water will be turned off.

THE CATTLE KING AT THE MEDFORD SUNDAY

Born on the frontier, nursed on the boundless prairies, raised on the plains, educated in the saddle, that is the history of Lewis & Clark, the owners and managers of the big show that bears their names. They are as proud of their ancestors as if they were kings and potentates and well they may be, as their families moved from Kentucky long ere the principal figure of the Cattle King appeared on the scene of life and here they have lived and here they live today owning and farming a vast area of land in southern Wyoming. As Messrs. Lewis & Clark advanced in years their minds pictured out a wild western play. They wrote the piece and play the leading characters. This in brief is the history of the Cattle King and its popular owners. Sunday, August 20. Prices 25c, 50c.

MAKING CRATER LAKE ACCESSIBLE TO TOURISTS OF THE WORLD

(By Edgar B. Piper in Oregonian.)

With the completion of the wagon road now building from Medford to Crater lake, Oregon's far-famed scenic wonder will be easily accessible to all travelers. Although much work has been done on this project within the present year, it is far from being complete. Difficulty in securing financial aid with which to carry on the work has delayed progress.

The campaign for the construction of this highway has been waged for the last three or four years. As the lake is a state asset and the nation's property, the interest in efforts to place it in closer touch with every lover of nature and the beautiful has attracted widespread attention. Several years ago the state legislature appropriated \$100,000 for the work, but after plans had been drawn payment was withheld on the ground that the law under which the appropriation was obtained was unconstitutional.

People Undismayed.

Undismayed Rogue River valley people who had been instrumental in obtaining the state's promise of assistance started a campaign for funds by private subscriptions. They succeeded in raising \$25,000. B. F. Heidel, United States engineer, prepared plans for repairing the old county road connecting Medford and Fort Klamath. Pumice hill, the greatest obstacle in the way, was cut down to an excellent grade, but the 2.7 miles of highway thus created was secured at a cost of \$18,000. Part of the funds were appropri-

ated by the county court, while other money was raised by the Medford Commercial club. Several firms and individuals also subscribed to the fund, but later repudiated their promises to pay. Now the Medford Commercial club is endeavoring to collect on these subscriptions. More than \$35,000 already has been expended, but half the work has not been done. The proposed road is 81 miles long.

A World Wonder.

Everyone who has visited Crater lake has gone into ecstasies over its scenic grandeur, and all are enthusiastic supporters of the scheme to build the road from the valley below to its shores. They declare that with ample facilities for reaching this natural beauty spot, it will become as famous and as popular as Niagara Falls, Yellowstone park, the Grand canyon or any of the other well-known attractions of the country. The lake itself is one of nature's marvels, and the scenery surrounding it is unexcelled. Crater lake cannot be compared with any other work of nature. The supremacy of each natural creation stands undisputed. Crater lake has a unique place among the world's wonders.

Scene Is Awe-Inspiring.

Crater lake is located on the summit and in the very heart of the Cascade range. Its name describes it perfectly. Its extreme depth is approximately 2000 feet, and its walls rise abruptly above its surface fully 2000 feet higher in irregular and strikingly picturesque formations. It

is possible to stand on top of some of these walls and drop pebbles into the water 2000 feet below, so nearly vertical are they. The crater is slightly elliptical in shape, and is about five and one-half miles in diameter at its widest point. Near the western shore is a huge cinder cone 845 feet high, with another crater, 100 feet deep, in its summit. It is known as Wizard island.

Near the eastern shore a jagged rock rises abruptly from the water to a height of 70 feet and on account of its resemblance to a sailing vessel has been named Phantom ship.

Discovery of Lake.

So far as naturalists and explorers have been able to learn there is absolutely no inlet or outlet to the lake. Its origin and the strange formations which surround it never have been determined. Most scientists accept the theory that the mountain in which the lake now rests was at one time a mighty volcano that settled within itself, taking into the earth's interior an inestimable quantity of rocks and lava, and leaving this depression in place of its peak.

The lake was discovered in 1853 by John A. Hillman and a party of prospectors. Because of the deep indigo blue of its waters, it was then named Deep Blue lake but it since has been known as Lake Mystery, Lake Majesty, Hole in the Ground, and finally as Crater lake, which most natural name it no doubt will retain. The mountain containing this mysterious body of water has been named Mount Mazama, after a mountain climbing club of the northwest.

Creating a Natural Park.

In the summer of 1885 W. G. Steel, a pioneer mountain climber and writer of Oregon, started a movement to secure a national park which would include Crater lake, and in January following President Cleveland signed a proclamation withdrawing 10 townships from entry. Because of strong opposition no bill passed congress and the project lay dormant for many years. During the session of 1901 and 1902 it was again set in motion and on May 22, 1902, a bill was passed creating Crater Lake National park. Since then it has been under federal supervision. Recently efforts have been made to secure additional government aid for improvement of the park, so that it may receive the same share of attention that is given to other national scenic reserves.

Making Lake Accessible.

Difficulty in reaching the lake has been the chief obstacle to its fame and popularity. Originally a tedious pack train expedition of 10 or 12 days from the nearest railway station was the only manner by which it was accessible. Later rudely constructed wagon roads shortened the time and modified the hardships.

Now comfortable conveyances take the traveler over the stage road, but with the advent of the automobile the demand for further improvements has been persistent. While the construction of the road proposed by the Medford Commercial club will make the trip a comfort as well as a pleasure, automobiles even now are able to cover the distance either way in a day.

WEST ADVOCATES STATE INSURANCE

Governor Would Stop Sending Millions Away as Premiums—Money Could Be Used in Making Public Improvements.

SALEM, Or., Aug. 19.—With the view of opening the matter for general discussion, Governor West today came out an advocate of a proposition to put the state into the insurance business.

"I think it is a good scheme," said the governor, "and millions in premiums that now pour into the coffers of eastern and foreign companies could be kept right in Oregon. This money could be used in making all manner of public improvements."

"I have not worked out all details of the plan, but I think it a good one and I probably will advocate it strongly."

AVIATOR HARRY ATWOOD SPENDS DAY AT ERIE

ERIE, Pa., Aug. 19.—Aviator Harry Atwood started from here in an automobile today for Fairview where he left his aeroplane last night. He ascended from Fairview at 10:35 today but after rising 150 feet found the wind too strong and descended. He expected to make another attempt again about noon.

Prospects Brighter for Settlement of the Great British Strike—Babies Dying From Starvation In the Large Cities

LONDON, Aug. 19.—More than 250,000 men are on strike in England today, provisions in London are almost as scarce here as in Liverpool and suffering among the poor is intense. The Times today says:

"It is a mistake to minimize the gravity of the situation, which already is far more serious than any previously occurring in the history of the country's industrial troubles."

The railway managers admit the roads in the provinces are virtually tied up, but they claim that two-thirds of their employes in the London district have remained loyal. Assistant Secretary Thomas of the

Amalgamated Railway Servants' association, on the other hand, predicts ultimate victory for the strikers, declaring every line in the country will be paralyzed by tomorrow.

Tubes in Operation.

The London tubes are employing strikebreakers and transportation in the city has improved.

Half the employes on the Irish roads have quit and the strikers here assert that conditions in Scotland are absolutely demoralized.

moved there is grave danger of pestilence.

"First, it is the children," an Irish physician working in Liverpool is quoted as saying. "They are dying everywhere. But it will not end with them unless the refuse is removed. Should infectious diseases break out, people would be carried off like flies. The atmosphere of the city already is something horrible."

No Serious Rioting.

"The train service in London is reduced, but still effective. There is no dearth of supplies except in Lon-

don and Liverpool. No really serious rioting has occurred."

The strikers' committee today conferred with Chancellor of the Exchequer Lloyd-George and President Buxton of the board of trade. The men insist, however, in dealing directly with their employers. They are willing to arbitrate the question of increased pay, but demand recognition of the union. The average wage of the 450,000 railway employes is \$6 per week, increases averaging 50 cents a week are asked.

Outlook for Peace.

Chancellor Lloyd-George this afternoon conferred with the railway managers, after which he reported

the outlook for an adjustment of the differences was better today than at any previous time since the strike began. He stated his belief that the railways would agree to recognize the union. If a royal commission is named, it will be headed probably by the chancellor.

The government expects to establish a military train service soon in order to avert a famine.

Reports from Birmingham, Manchester, Sheffield and Leeds say that many mills and collieries are closed down because of lack of cars.

Several thousand American tourists, stranded here, petitioned the steamship company to arrange trans-

portation for them aboard the French liners touching at Southampton. With the Lusitania and Celtic unable to sail, all vessels are crowded to the limit. At best it must be some time before all of the huge number asking passage can be accommodated.

LIVERPOOL, Aug. 19.—Famine

today overhangs the entire city. The death rate is mounting upward by leaps and bounds. Hungry mobs, led by frenzied women, attacked the cold storage plants but got nothing. The food supplies are exhausted.

Meanwhile the mighty stench from uncollected garbage is something terrible. Tons of refuse is rotting in

the street under the hot rays of the sun, with no one offering to remove it. Every lump of coal in the city is being turned over to the bakers to enable them to make bread. When it is baked, the city authorities will distribute it among the clamoring mobs. Not a restaurant or saloon remains open. All power has been shut off.

Milk depots were opened today to dole out scanty portions for dying babies.

T. P. O'Connor, the Irish Nationalist leader, is in the city trying to arrange a settlement of the strike.

Haskins for Health.