

SOME IMPRESSIONS OF CENTRAL OREGON

When the projected plans of James J. Hill shall have been carried out, Medford will be linked to Central and Eastern Oregon by railroad.

To answer these questions as well as to see the country at first hand, a party of Medford citizens left here recently in automobiles, driving through the interior to the Columbia river.

Route Autos Followed. The route followed was up the Rogue River via the Crater Lake road, to Arant's camp, thence to Fort Klamath; thence north over the mountains via Beaver Marsh, the proposed town of Crater, the projected townsite of Wakefield, the new town of Crescent to Bend; thence via Redmond, Metolius, Madras and Shaniko to Grass Valley, Moro and Wasco; thence to the Columbia at Biggs.

The route of the Hill railroad runs from Butte Falls via Fish Lake Pass to Pelican Bay, Fort Klamath, thence north skirting the base of the Cascades to Crescent and Bend. It is an easy country for building railroads. Part of the way the right of way has already been brushed.

From Fort Klamath north the country is largely forest. There are some large sugar and yellow pine tracts traversed, but most of the timber is black pine. The elevation between Fort Klamath and Bend will probably average from 4000 to 5000 feet.

profitably. For years to come lumbering will be the main occupation and resource of this territory stretching north a hundred miles.

Carey Land Projects. As the Deschutes valley is near some 25 or 30 miles from Bend, most of the country has been covered in various Carey Act irrigation projects.

At Bend the sage brush country is reached. Bend is at the northern base of the mountains, and from thence north stretch vast plains covered with sage brush and juniper.

Irrigation Easy Problem. The irrigated district extends northward from Bend for thirty or forty miles with prospects of still further extension. The Deschutes river water is diverted in many canals and laterals. All of the canals are of earth and construction costs little.

After crossing the Crooked river, which by the way, is spanned by the Oregon Trunk with the most remarkable steel bridge in Oregon, there is no irrigation. Though falling in elevation the country becomes drier.

Throughout the whole of Central Oregon, however, the rainfall does not exceed an annual average of eight or nine inches. Some of the sage brush in this section has been cleared off and grain farms are supplanting sage brush and juniper.

Small Irrigated Valley. Here and there are narrow valleys, such as Hay valley, irrigated from small streams, producing abundant yields of alfalfa. The country is sparsely settled—most of the land taken up and under cultivation being still in the hands of the original homesteader.

Two Towns With Futures. There are but two towns in Central Oregon that seem to have much of a future. These are Bend and Metolius. Bend has many natural advantages, timber, water, power and other things which make life worth while.

The New Town—Metolius. Metolius is a brand new city. Most of its buildings are of brick. Its sidewalks are of cement. It is the division point of both the Hill and

MINING CONGRESS TO WORK TO PRESERVE COUNTRY'S MINERAL RESOURCES.



WALTER L. FISHER, SECRETARY OF THE INTERIOR. D. F. BUSH, PRESIDENT, MISSOURI PACIFIC RAILROAD. JOHN DERN OF SALT LAKE, PRESIDENT OF AMERICAN MINING CONGRESS. E. A. MONTGOMERY OF LOS ANGELES, VICE PRESIDENT OF CONGRESS. JAMES P. CALLBREATH JR., SECRETARY OF CONGRESS.

President Taft will speak at the annual convention of the American Mining Congress, of which John Dern, of Salt Lake, is president, to be held in Chicago from October 24 to 28.

It will be the object of the convention to work with the law makers at Washington to prevent waste of the country's mineral resources.

Walter L. Fisher, Secretary of the Interior, who has just returned from Alaska, will have something to say on the development of that territory.

E. A. Montgomery, vice president of the Congress, was a poor prospector before he sold a "strike" claim in Nevada to Charles M. Schwab.

is not at all infrequent. It is the tendency in this, as in all wheat countries, to increase the land holdings and thereby lessen the population, hence there is little surprise to find that these grain counties of Wasco, Morrow, Gilliam and Sherman are practically stationary in growth, and that their population is diminishing rather than increasing.

From Metolius to Shaniko the country is still but sparsely settled. Thousands of acres remain in the original sage brush. It was once known as part of the Great American Desert, but the soil is fertile, and with water or with labor and new methods can be made productive.

To the west can be seen nine snow capped mountain peaks, extending from the Three Sisters on the south to Mt. Rainier on the north.

Sheep Raising Falling Off. Shaniko was formerly the center of a sheep country. Prineville is still a center of the sheep industry. Central Oregon probably produces the finest sheep in the world. No finer were ever exhibited at fairs than those seen by the Medford excursionists.

From Shaniko it is 70 miles to the Columbia and the country is one vast rolling wheat field. The plateau between the John Day and the Deschutes River is famous for its wheat.

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Harriman lines, and will be the operating headquarters. From here a branch will undoubtedly be extended toward Prineville and Burns. It is the center of a dry arid plain, and the wells that supply the city with water are 800 feet deep. Railroad shops are to be erected by both systems and employees will live here.

Ed Pickard is the proprietor of the Metroluis thirst emporium. He is another Medford man who has cast his fortune with Metolius. Former Medford people are to be found in many of the towns—all of them, however, expect to return to Medford some day and make it their permanent home.

Another town along the railroad-projected extension which thinks it has a future is Crescent, midway between Bend and Fort Klamath. Crescent is on the projected Hill and Harriman lines and will also be the junction for the projected Malheur canyon line with the Klamath Falls-Natron line.

Metolius is a brand new city. Most of its buildings are of brick. Its sidewalks are of cement. It is the division point of both the Hill and

the realization of its dreams of metropolitan greatness.

Central Oregon Scenery.

The scenery through Central Oregon is picturesque in places, but as a rule rather desolate. The Crooked river winds peacefully between sheer precipices of lava, and the Deschutes tumbles madly through newly poured lava gorges. But the distant Cascades are grim and barren and lack the soft verdure clad beauty of the Siskiyou. Neither the Deschutes nor the John Day compare with the Rogue in allurements.

Central Oregon's Future. Central Oregon has a future and a good one. The soil averages better than that of interior Idaho, Montana, Wyoming and other sections now being irrigated and settled.

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quirements of this new world, will achieve abundant success.

There is work and fresh air and sunshine; there is a response to intelligent labor and an adequate return for invested energy; there is abundant opportunity for the diligent—all becoming scarce in crowded tenements and factory districts of the east.

The Medfordites returned convinced that there are great opportunities in the land of the DesChutes—but still greater in the valley of the Rogue. Those who made the trip were Governor Oswald West, Samuel Hill, R. H. Thomson city engineer of Seattle, H. L. Bowby, former highway commissioner of Washington, Charles H. Babcock of Maryhill, M. B. Brooks of Goldendale, Wash., George Mason Trowbridge, managing editor of the Portland Journal; John C. Lewis, Portland; Charles P. Chamberlain, Seattle, Dr. J. F. Reddy, George Putnam, Benj. C. Sheldon and Colonel F. L. Tou Velle of Medford.

FLIRTING PRINCESS HAS MANY POPULAR SONGS

"My Jack O'Lantern" is the title of one of the biggest song hits in Harry Bulger's starring vehicle, "The Flirting Princess." Mort H. Singer's success, which comes to Medford Opera House Thursday, October 12, sung by Eileen Sheridan, and whistled all during the intermission by those who hear the same. Other song hits in the delightful musical comedy are "Calvo," "I've Been Kissed in San Francisco," "Oh, These Men," "Re-Incarnation," "He Loves My Dreamy Eyes," and "Tell Her in the Golden Summer."

WOMAN SUBDUES A MANIAC WITH PIN

SAN JOSE, Cal., Oct. 6.—Mrs. F. Otis of Congress Springs is today congratulating herself on her escape from a maniac whom she subdued with no other weapon than a hatpin, after half an hour's fight.

The assailant was F. M. Yorke, who became violently insane and, entering the Otis home in the early morning hours, attacked Mr. Otis and beat him into insensibility with the butt of a revolver. Mrs. Otis then seized a hatpin and drove him from the house after a hard struggle.

Yorke is in the county jail here today.

SACRAMENTO, Cal.—John E. Breeze, under arrest in San Francisco and wanted in Pierce county, Washington, on a charge of wire desertion, will be taken back for trial.

Why Ashland Talks of Injunction Proceedings Against County Road Construction

Attorney E. D. Briggs of Ashland, who appeared before the county court Wednesday and threatened injunction proceedings in behalf of Ashland people, to stop payment of county warrants issued to pay for the Central Point road now being built, made public his reasons therefor in the following interview:

Said Mr. Briggs:

"In regard to the injunction suit threatened against the County Treasurer and the County Court, a Medford paper stated that an injunction suit had been brought. This was a mistake, none has been brought. I advised the county court that a friendly injunction suit be instituted in relation to the bond issue and the case expedited in order to get a decision from the Supreme Court of the State of Oregon. That if such suit was brought a decision could be obtained within a few weeks and it would result in the county getting the increased premium for the bonds in case the decision was favorable to the bonds, and in case it was against the bonds then it was better that the legality of the bonds be known at once.

"I asked the county court whether the amount that had been expended on the roads during the season of 1911 would be paid from the bond money or whether it was intended that in case the bonds were valid that the amount realized out of the bonds would be expended for future improvement of the roads. The

county court informed me that the wording of the resolution in regard to the bonds was that it was to raise money for future improvements and that in all probability nothing that had been done would be deducted from the amount of the bonds.

Wants Improvement to Cease.

"On examining the records of county warrants I ascertained that amounts ranging from twenty-five thousand dollars to sixty thousand dollars a month had been voted by the county court for road improvements during the past summer, and was informed that even this month the amount of road warrants would be approximately twenty-six thousand dollars. I suggested that these improvements cease unless the amount could be taken from the bond money, as it would make a floating indebtedness of the county of more than one-half million dollars over and above the bond issue, and also stated to the court that three would be an injunction suit brought against the county treasurer to restrain him from paying the warrants that had been issued by the court without legal authority and in violation of the state constitution prohibiting an indebtedness to exceed five thousand dollars.

Injunction Threatened.

"I stated to the court that parties had already spoken to me to bring an injunction to restrain the payment of the county warrants issued illegally and that in all probability within the next few days an injunction would be applied for, and I still think that will be the result. It is

the general impression among boosters of our neighboring towns that Ashland is a mossback town and is not in favor of the development of the county. An Ashland man is bound to get it rubbed into him whenever he visits some of these neighboring towns, and it does not set very well on the shoulders of some of us because we consider Ashland and the people of Ashland as truly progressive as any other section of Jackson county. They are not boomers, they are conservative progressionists. It seems to be the idea of the Medford people that everyone in the city of Ashland is opposed to the growth of the city of Medford. If there is such a feeling in existence, I have never been able to discover it. I think the feeling of the people of Ashland toward Medford is far more kindly than the feeling of Medford toward Ashland. The people of the city of Ashland by a majority opposed the issuing of the bonds of the county. They had their own reasons for it, but the reason was not because the people of the city were opposed to the improvement of the county roads, but it was because a section of the county paying more than one-third of the taxes of the county had been entirely or nearly so, ignored by the county court in the matter of the improvement of roads in that section.

Want Klamath Road.

"The people of the city of Ashland have importuned the county court time and time again to contribute something toward the road leading from here to the east of the mountains in Klamath county. The Klamath County Court has made a good road leading from Klamath Falls to the county line near Parkers Station. The people of the city of Ashland

have raised by subscription a large amount of money in times past to improve this road because it was a road that was necessarily traveled by a very large number of people.

"During the present administration more than one-half million dollars has been expended for road purposes in Jackson county. This section of the county has not received more than a mere pittance of that sum, while

our roads here are in bad condition and they are main thoroughfares. On the other hand we look at the expenditure in other localities. It is plain that the Woodville and Applegate sections of the county have the same grievances that we have, and with this immense amount of money amounting to one-half million dollars that has been expended upon the avenues and roadways leading into the city of Medford. The Derby road which cost a great many thousand dollars, was constructed when the number of people that it would accommodate and that had reason to travel over the road was very limited. Many thousand dollars has been expended upon the desert east of the city of Medford where there are very few people to be accommodated. The county has graded and graveled the Gore lane, as it is called, lying on the west side of the railroad track between Medford and Central Point, furnishing one good avenue of connection between those two towns and now the county court is seeking to put another avenue on the other side of the track, so that there will be two avenues connecting those two towns.

Feel the Injustice.

"Therefore as I have said before, it is not because the people of the city of Ashland are not progressive and do not want good roads, but because they feel that the county court in the past has been unjust to Ashland and judging by the past they do not expect to reap much benefit from the county court in the future. If the amount of money that is now being expended upon the county roads between Medford and Central Point and any other places in the vicinity of

Ashland feels slighted.

"When all these things are consid-

ered it is strange that the people of Ashland, who would have to eventually pay one-half million dollars of the bonded indebtedness, and not receive recognition in the expenditure and improvement of its own roads, should feel a little sore and decline to pay one-half million dollars of their good money to develop portions

of the county.

"During the past season the city of Ashland has been called upon to put in a bridge in the center of the city, costing a number of thousand dollars. The county court pays nothing toward it, the people of this city did it, but on the other hand in the heart of the city of Medford is a bridge that the city ought to build and maintain but the people of the city of Medford were shrewd enough to evade the building of that bridge by providing in the charter that the bridge should belong to the county but it is no more than right if Ashland puts in its bridges in the city limits, and the city had about twenty of them, that the city of Medford should build its one bridge at its own expense.

Club Not Concerned.

"The Commercial club of the city of Ashland has been credited at being at the bottom of the injunction proceedings. I wish to state that the matter has not been before the Commercial club at all. The parties desiring such action are not all from the city of Ashland but they are all responsible citizens of Jackson county and all of them are heavy taxpayers.

"I noticed by a local Medford paper that a party in Medford are willing to indemnify contractors and others for any losses in the premises of an injunction. If so I would suggest that greater care be taken to secure payment than was taken to secure payment of the five thousand dollars subscribed in behalf of the Rogue River Electric company as a donation towards building the Derby road which subscription, I understand, has not been paid and the obligors now repudiate it, so I am informed."