

# TWOHY BROTHERS TO BUILD DR. REDDY'S RAILROAD TO CRESCENT CITY

Grants Pass Municipal Line to Be Taken Over by Well-Known Contracting Firm, Who Will Extend It to Coast—Promotion is Work of Dr. J. F. Reddy.

(Portland Journal.)

Dr. J. F. Reddy's dream of years is just about to come true. The construction of the sea of a rail line southwestward from Grants Pass to connect with tidewater at Crescent City, Cal., is to be taken over by Twoby Bros., railroad builders, and hurried to completion.

Final details are being arranged today at Grants Pass, where John Twoby, head of the big contracting firm; his son, Robert Twoby, and Dr. Reddy are going over the proposed line and closing contracts. Under the arrangement the Twobys take over the entire \$5,000,000 authorized bond issue and will build, equip and operate the line as an independent property.

What the new line means to the Rogue River valley, the Illinois valley and the other broad areas along the route, Dr. Reddy believes beyond calculation.

The line will be 90 miles long, the city of Grants Pass having bonded itself for \$200,000 to build the first ten miles. This strip has been completed and is now in successful operation. Dr. Reddy explained that one of the most encouraging indications for the success of the whole stretch is the fact that the ten-mile portion has been paying operating expenses from the first month. It has not, however, paid interest on the bonds, but its earnings are growing as the country tributary is developed.

### May Be Southern Pacific

Ultimately, Dr. Reddy declared, the line from Grants Pass to Crescent City undoubtedly will be extended southward to Trinidad, Cal., to connect with the northern terminus of the Northwestern Pacific, built jointly by the Southern Pacific and Santa Fe. Whether or not it will become a part of the Southern Pacific system is conjectural, some professing to believe that the Twobys are actuated by Southern Pacific influences.

The California & Oregon Coast railroad will cost, according to estimates already completed, \$2,577,072. Engineers have divided this cost as follows: Engineering, \$20,000; grading, bridging, etc., \$1,681,725; track and sidings, 75 miles, \$715,400; telegraph lines, \$21,000; buildings, \$20,320; equipment, \$118,620. This makes the cost per mile, including sidings, \$34,374.

### Ample Tonnage in Sight

It is estimated that the annual earnings will be \$1,347,755, derived from redwood, fir and pine, ores, machinery, fruit and general merchandise, together with the passenger, mail and express business to be expected. That an ample tonnage will speedily be developed is the unanimous report of engineers who have gone over the territory, now shut off from the outside world except through long and costly hauls over mountain roads.

In diversification of resources all along the line, Dr. Reddy declares no section of the state is so rich. The Illinois valley alone, while adapted to general agriculture and fruit, has besides vast areas of giant redwoods and sugar pine and fir. It has an elevation of from 1200 to 2000 feet and has about 60,000 acres of land that can be put under cultivation. Though its population is now only 3000, it has potential agricultural and horticultural possibilities alone for 15,000. The stage road between Grants Pass and Crescent City traverses the valley for thirty miles, touching the postoffices of Selma, Kerby, Dryden, Holland, Takilma and Waldo.

### Ore Business to Be Heavy

It is estimated that the timber within the drainage of the valley comprises 2,000,000,000 feet, including high qualities of oak and cedar.

Several valuable mines would be opened up with a transportation line penetrating this region. Gold, copper, platinum, iron, cinnabar and coal have been found in eminently paying quantities and good qualities of clays, ochre, asbestos, mica, quicksilver, marble, granite, sandstone, slate and cement are accessible in many portions of the mountainous areas.

Reports indicate that seven or eight mines already are developed to a point where they can supply 1000 tons of ore per day, which could be increased to 3000 tons once transportation affords an outlet and market.

### Will Save 100 Miles

Crescent City, the tidewater terminus of the line, is a city of 1250 people. The government has been investigating the feasibility of developing its harbor and it is understood that

on the proper showing of commercial possibilities and tonnage a liberal appropriation will be made by congress. Crescent City is about 450 miles by water from San Francisco and about the same distance from Portland. Under present transportation facilities, so far as Grants Pass is concerned, tonnage is forced to move in one of two directions: Southward by rail to San Francisco, over the Siskiyou, or northward to Portland. Such of the northbound traffic as eventually must be transhipped for San Francisco has to make a great detour. With the line to Crescent City built, 92 miles, a direct and immediate water connection that would save hundreds of miles. Should the Southern Pacific decide to continue its Northwestern Pacific line northward from Trinidad, connection with California & Oregon Coast line would save 100 miles over the distance by way of Coos Bay and the Willamette Pacific into Eugene.

### May Be New Organization

The railroad under the present organization has the following officers: President, Dr. J. F. Reddy; vice-president, Phil Metchan; secretary and treasurer, R. A. Leiter; attorneys for bonds, Griffith, Allen & Leiter; trustee for bonds, Title & Trust company. The company's offices are now at Grants Pass. Under the Twoby management it is probable that an entirely new organization will be effected.

Capital stock of \$5,000,000 has been authorized, secured by \$4,500,000 first mortgage bonds and \$500,000 second mortgage bonds. The bonds will mature in twenty-five years and bear 6 per cent interest, payable semi-annually, subject to redemption after 1919 on payment of par, accrued interest and 5 per cent premium.

## RAILROAD DEAL NEWS TO PEOPLE OF GRANTS PASS

(Grants Pass Courier.)

For some weeks past the city of Grants Pass, through its public utility commission, has been in negotiation with the firm of Twoby Bros., railroad builders and contractors, of Portland, for the taking over and construction of the railroad from this city to the Illinois valley. There has been a difference between the terms which the city was willing to accept in the transfer of the municipal unit of ten miles and what the Portland firm was willing to give. It is understood that the city demanded that the road be built through to Waldo within a certain specified time, the interest on the bond issue of \$200,000 to be paid during the period of building and the city safeguarded by a first mortgage upon the ten miles already built. As a counter proposal, it is said that the Twobys wanted to build only to the thirty-mile post (Kerby), pay only half the interest on the bonds, and give a second mortgage back to the city. In either event the mortgage was subject to cancellation when the railroad should reach the point agreed upon.

### Many Recoveries From Lung Trouble

Eckman's Alternative has restored to health many sufferers from lung trouble. Read what it did in this case:—  
Wilmington, Del.  
"Gentlemen—In January, 1908, I was taken with hemorrhages of the lungs. My physician, a leading practitioner, said that it was lung trouble. I got very weak. C. A. Eckman, of Wilmington, Del., recommended Eckman's Alternative and I had done great good. I began taking it at once. I continued faithfully, using no other remedy, and quickly noticed the clearing of the lungs. I now have no trouble with my lungs. I firmly believe Eckman's Alternative saved my life." (Anon. visited.)  
(Advertisement) — JAS. SQUIRE.  
Eckman's Alternative is most efficacious in bronchial catarrh and severe throat and lung affections and in building the system. Contains no harmful or habit-forming drugs. Accept no substitutes. Small size \$1; regular size, \$2. Sold by leading druggists. Write for booklet of recoveries.  
Eckman Laboratory, Philadelphia.  
Price \$1 and \$2 a bottle.

## MEDFORD CREAMERY BUTTER

IT IS PASTURIZED

Come See It Made at  
115 North Central Avenue  
A. A. MOODY, Prop.

Waldo or Kerby. So far as the officials of the city knew, the matter rested there, though representatives of the Twoby firm were expected here Wednesday to continue negotiations.

Details of the proposed deal had been supplied the Portland papers for use when ready for release, and

Monday Dr. Reddy received a wire from the Oregonian asking if the story could be released. He replied that whenever the Twobys were ready to release the story it was right with him. The story was used this morning in the Portland press, probably with the knowledge and consent of Twoby Bros.

## ELAINE FILMS AT STAR THEATRE TONIGHT

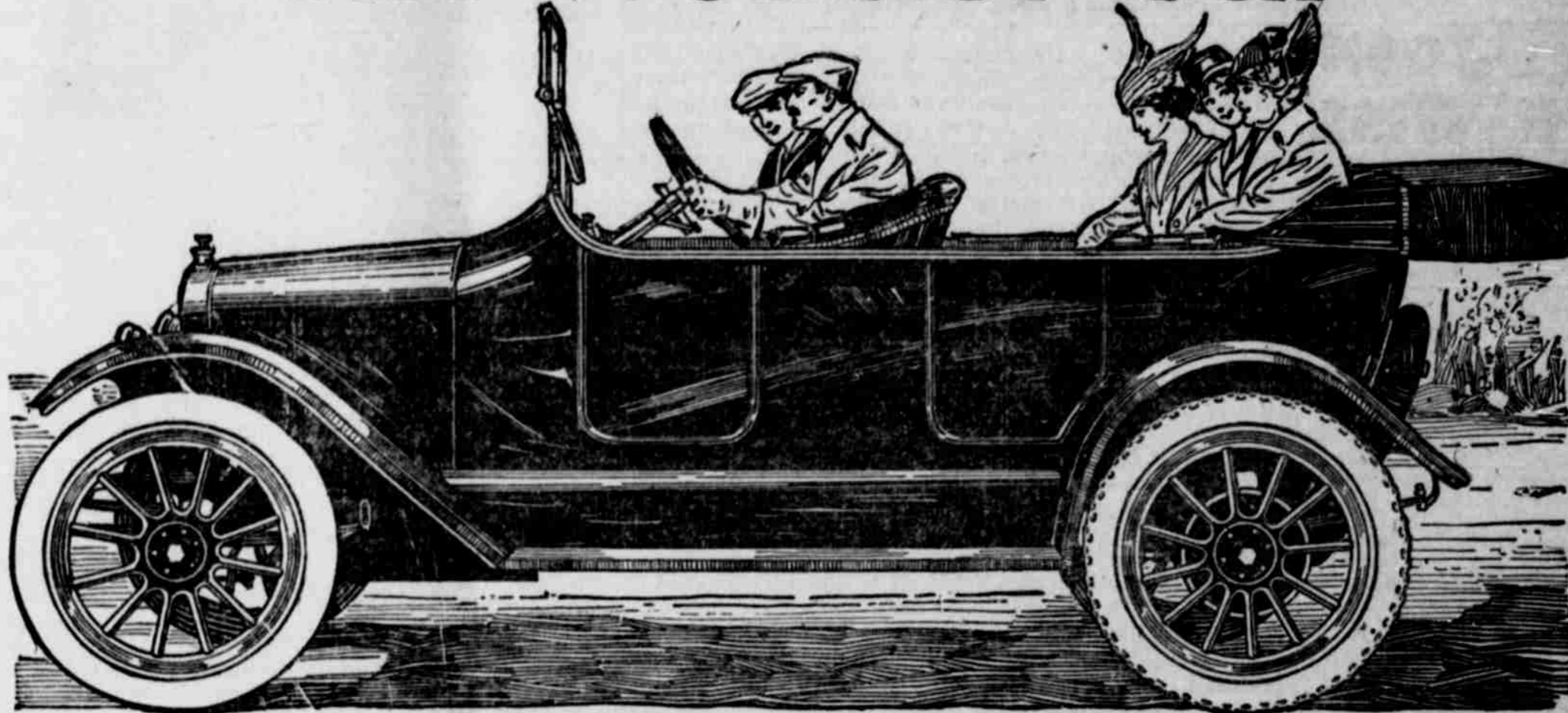
The Exploits of Elaine, the thrilling detective story written by Arthur B. Reeves, featuring Arnold Daly

and Pearl White, will be shown at the Star theatre Wednesday and Thursday. While there are fourteen episodes in the complete serial each episode is a complete story and those that have not seen this the most thrilling and sensational detective story ever written should not fail to see the balance of the series. The

Eleventh Episode will be shown and is called The Hour of Three and is in two parts. The Pathe Weekly with a Bray cartoon, and the launching of the Pennsylvania, the largest and newest battleship in the American navy, and other interesting news in pictures will be shown, also a two reel drama and a one reel comedy.

# Maxwell

## "The Wonder Car"



### You will have only yourself to blame if you are "talked into" buying an "unsuitable" or a "theoretical" Car.

The two commonest mistakes made in buying an automobile are—*First*, Buying a car not suited to your needs.—*Second*, Buying a car that has not passed the theory stage.

The first mistake—buying an "unsuitable" car—is perhaps made even less often than the second. But for your own sake study your needs sensibly, just as you study your household needs, and buy a car you can afford to enjoy—a car you will have pride in, and yet one that will not be a "ghost of reproach" to your good sense.

The second mistake—buying a "theoretical" car—is perhaps the sadder mistake of the two—because when you have made this mistake, you have on your hands some engineer's or designer's untried theory, instead of a tried, known, successful car. And you have paid a price that, put in the right car, would never have been a reproach—but would have

bought an automobile of real pride and joy.

It is because we see these two mistakes being constantly made—because we see sensible people being constantly talked into these "automobile fiascos" that we boast so much about the record of the car we sell—The Maxwell.

38,000 happy satisfied Maxwell owners are driving 38,000 handsome streamline Maxwell Cars to-day—at an up-keep cost that any man of any standing can afford, and at an original cost that is simply a practical investment.

## 200 Maxwell Cars Every Day

Twelve hundred a week, five thousand a month. That is the actual output of "The Wonder Car" right now and constantly increasing.

Not bare promises that cannot be kept, but actual deliveries to Maxwell Dealers.

Stop! Think a moment. There must be something back of a production so great. There must be the hearty approval and confidence of the public in the car they buy and the car must merit it all.

26 Maxwell cars every hour of the business day. Yes, that is just what the public are buying, and when you order a Maxwell, you get one the day you want it.

Back of each Maxwell stands one of the greatest and most efficient organizations in the industry, and one strong enough financially to insure you against the purchase of an "orphan car" and to give you actual deliveries of a wonderful car on the day you want it.

### The Maxwell Company's Guarantee of Service to Maxwell Owners

No other automobile is backed by a more reliable service than that guaranteed every Maxwell owner. More than 2,000 Maxwell dealers—in every part of this country—are always ready to give expert advice, to make adjustments, and to supply new parts at reasonable prices. This splendid Maxwell dealer service organization is perfected and completed by the chain of Maxwell owned and Maxwell operated Service Branches. Sixteen great Maxwell Service Stations are so located throughout the country that a Maxwell dealer can supply any part for an owner within a few hours if not in his stock. Maxwell Service is one of the great advantages enjoyed by Maxwell owners.

Order a Maxwell from us now, and when you want it delivered, we will give you your car—not an excuse on delivery day

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