

OCEAN SHORE RAILROAD DREAM RUINS PROMOTERS

SAN FRANCISCO, April 14.—The Ocean Shore railroad was a dream that cost its backers nearly \$10,000,000. It never was completed. It never paid.

Alfred E. Bowen, a promoter of San Francisco, first dreamed of building a double track electric scenic short line railroad along the edge of the Pacific between San Francisco and Santa Cruz. He, himself, spent \$750,000 to make his dream come true, and it was Bowen's contagious enthusiasm that led a notable group of San Francisco capitalists to embark in his project of spiking eighty miles of rails over treacherous bluffs and cliffs, skirting the south of idyllic valleys, to bring to the doors of San Francisco the beauties of Half Moon Bay, Granada, other stretches of peninsular beaches, and withal a country acreage with a rich man's view of the ocean from a bungalow window.

The success of H. E. Huntington, in his suburban electric lines out of Los Angeles, gave the dreamers faith in their dreams. J. Downey Harvey, first president of the Ocean Shore, lost a million, it is said. Charles C. Moore, president of the Panama-Pacific exposition, was one of the other investors.

Financial ill fortune has marked the road, almost since its inception in 1905. Actual construction was started in that year at both termini, and contracts were let for electric construction and equipment aggregating \$700,000. Then came the great earthquake of 1906. It almost destroyed in minutes miles of graded roadbed that had taken nearly a year's time and thousands of dollars to build.

Closed upon the disaster came hard times, foreshadowing even then, the end of the dream of the Ocean Shore. There had been authorized \$5,000,000 bonds at \$1000 par. Only part had been sold, and the one underwriter who had agreed to take the unsold securities failed at the crisis. Stockholders felt the burden of assessments, and there began a series of note issues that succeeded only when \$2,000,000 hypothecated bonds were offered to secure them. These securities were finally sold. Bowen had held practically all of the stock.

The total obligation incurred in the notes can only be indicated by the fact that \$210,000 was paid in note interest,—\$75,000 less than the interest paid on all the bonds.

Yet barely enough money was obtained to push forward construction. Original plans were mutilated; contracts abrogated; the dream of a fast double tracked modern electric line melted. A single track, unballasted, was spiked along shelves cut from the steep slopes and spanned deep ravines on wood trestles. Millions of cubic yards of earth were scraped away to build these shelves, at some points 250 feet above the sea. The ocean gnawed at the bottom of the bluffs; their crests, rain softened, slipped down, often obliterating the rail bed. At one place the rails finally lay fifty feet inland from the original bed now washed by the sea.

It was in 1907, that the first section of the road out of San Francisco was open for traffic and as fast as each section was completed, trains were run to let in their cargoes, hundreds of city folk who had waited patiently to realize their dreams of a bungalow, green grass, vegetable country air and a view to the ocean. The Shore Line Investment company, incorporated also in 1905, in connection with the Ocean Shore Railroad project, had sold small acreages to

SAGE TEA DANDY TO DARKEN HAIR

It's Grandmother's Recipe to Bring Back Color and Lustre to Hair.

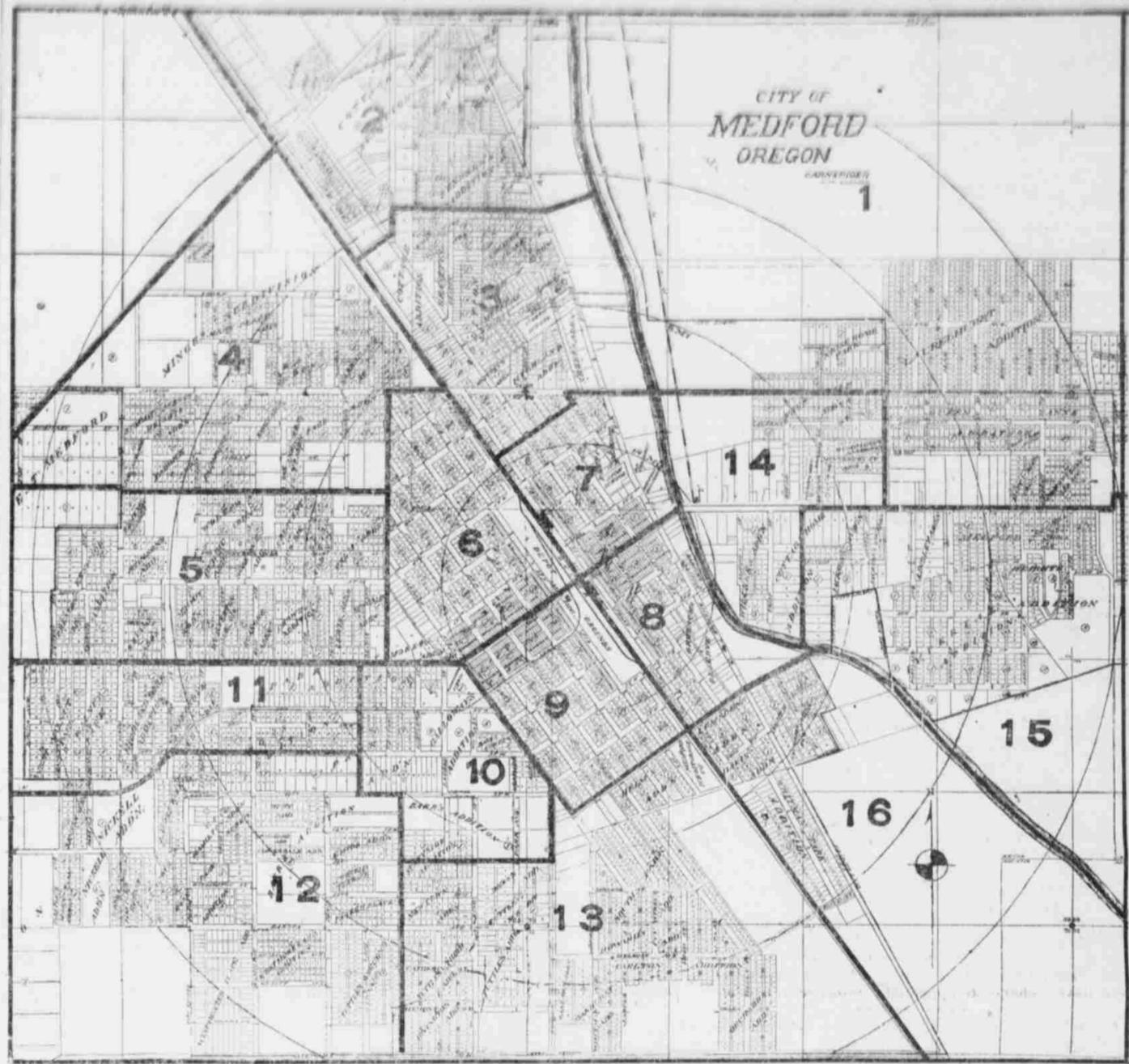
You can turn gray, faded hair beautifully dark and lustrous almost overnight if you'll get a 50-cent bottle of "Wych's Sage and Sulphur Compound" at any drug store. Millions of bottles of this old famous Sage Tea Recipe, improved by the addition of other ingredients, are sold annually, sage a well-known drugstore item, because it darkens the hair so naturally and freely that no one can tell it has been applied.

Those whose hair is turning gray or becoming faded have a surprise awaiting them, because after one or two applications the gray hair vanishes and your locks become luxuriantly dark and beautiful.

This is the way of youth. Gray-haired, unattractive, folks aren't wanted around, so get busy with Wych's Sage and Sulphur Compound today and you'll be delighted with your dark, handsome hair and your youthful appearance within a few days.

This preparation is a toilet preparation and is not intended for the cure, mitigation or prevention of disease.

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the extent of nearly a million dollars to city folk.

Sections running north out of Santa Cruz were being operated too. The Southern Pacific company had co-operated here with the new company in the construction of a road bed to Davenport, where was located a cement works, and had laid a parallel track.

By 1909 the Ocean Shore railroad reached its present limits. South from San Francisco to Tunitas, a distance of 38 miles, it had been completed, and also north from Santa Cruz to Swanto, 16 miles. In the intervening gap of 26 miles there yet await marketing an estimated 100,000,000 feet of standing redwood.

It was only a matter of six months after construction ended that its Nemesis of financial disaster overtook the road. Fred S. Stratton was appointed receiver. Stratton later was collector of the port of San Francisco, and last year ended his life.

The property was bought in by a committee of bondholders in 1911 for \$1,025,000. The \$25,000 was paid down in cash. Under the scheme of reorganization eight months later in the same year the present Ocean Shore Railroad company was formed.

The \$5,000,000 of the old stock was wiped out and the bondholders, who had elected to participate in the reorganization, received for their sacrificed securities, a new \$5,000,000 issue of stock upon which they have paid assessments ever since, one being for \$25.00 a share. Those security holders, who chose not to cast their lot with the road received seventeen cents on the dollar. They held about \$120,000 in bonds.

The state railroad commission of California in 1914 valued the Ocean properties at more than \$5,000,000. A few trains are operated daily over both divisions and extra trains are run on Sunday for city workers seeking the beauties of the country and the seashore.

Harvey went bankrupt a few years ago—he was a millionaire. Another millionaire, a tea and coffee merchant, was said to have lost \$500,000. He quit railroading. Except for what stock he was able to dispose of, Bowen lost the \$750,000 he put into Ocean Shore.

Artichoke growers today provide the valuable freight traffic between three and four hundred loads of artichokes a year.

MEDFORD PRECINCTS AS SHOWN UPON MAP

Table with 3 columns: Precinct No., Name, Registrar, Address. Lists precincts 1 through 16 and their corresponding registrars and addresses.

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GRATIFYING INTEREST SHOWN IN POULTRY

The Junior club of the Southern Oregon Poultry association has become a robust youngster. Sixty-one settings of thoroughbred eggs have been placed, Secretary Peoples having secured the eggs from the breeders and Superintendent Hillis supplied the students who are handling them. Ronald Gould is the first to report a hatch, having obtained 12 lively chicks from 15 eggs. There

are 25 applications more for eggs, but it will probably not be possible to supply them. The breeders have responded freely and generously to the call for help from the Junior club. Gold Hill students have asked for a full delineation of the plan. Prof. Claude C. Cate gave them an interesting talk about it and they have become much interested. The Junior club promises to become the most active element of poultry association and the old folks will have to look out or the youngsters will monopolize the laurels at the next show. By the way, three of the settings placed are eggs from famous poultry stock at Eugene.

THRILLING ESCAPE FROM GERMAN DETENTION CAMP

PARIS, April 14. (Correspondence to Associated Press).—A prominent French army officer has just gone through a thrilling escape from a prison detention camp in Germany, which parallels in real life that famous episode of fiction in which Victor Hugo's hero took the place of the corpse and was carried off to burial.

The officer in this recent experience was a military attaché at Vienna up to the breaking out of the war. He joined his regiment when the war opened and in a dash ahead of the main body of troops was taken prisoner and sent to a German frontier camp not far from the Dutch frontier. Here, besides the physical hardships, two things occupied him closely: first, taking careful mental notes with the training of a military attaché, on German conditions in the nearby agricultural sections; and, then, escape.

Meantime, pending his observation and the routine of prison duties, the officer had noted the daily coming and going of large dumpcarts, used for carrying away horse manure from the cavalry stables to the nearby fields. The sides of the cart were high and rigid and the tail piece was removable to let the contents slide out. It occurred to the officer that if he could be carried out in a load of manure, and be deposited under the dung-heap in the fields, he might work his way to freedom. And so, with a companion he tried it.

Here there was another danger beyond suffocating and stench; that when the cart was dumped the top contents would go out first and the bottom and the prisoner would come out on top. But the slide was even top and bottom going out together in a crash which left the French officer and his companion buried under the dung-heap in the midst of the field.

Improved Appetite usually follows the use of Grape-Nuts for breakfast.

There's a Reason At Grocers—15c the package. This food comes to you in the form of crisp, nut-like granules with the true grain sweetness of whole wheat and malted barley. Served with a little cream or good milk, and a sprinkle of sugar if desired, Grape-Nuts is a delicious food with just enough "chewiness" to win the appetite and start digestion.

How About Combustion? ANYTHING will burn. The fire insurance figures show you that. To make a cigar burn easily and evenly the way the OWL does. That requires combustion of a different sort. It requires carefully cured leaf—long leaf filler—hand-workmanship—that square-end shape. But because the OWL burns properly, you get the benefit of the OWL'S Million Dollar tobacco flavor. And that's worth a nickel every time. The Million Dollar Cigar. M. A. GUNST & CO. INCORPORATED.

Auto Service from Eagle Point to Medford and Back. The redesigned will leave Frank Lewis' confectionery every day except Sunday for Medford with his auto at 1 o'clock p. m., arriving at 2:00 p. m. Leave Nash Hotel, Medford, at 5:00 p. m., arrive Eagle Point at 6:00 p. m. A part of the traffic is solicited. S. H. HARNISH, Eagle Point, Oregon.

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