

MOTOR TRUCKING VERSUS RAILROAD FOR OPENING MINES

To the Editor:

As an advocate of better roads, especially in the three coast states, my interest in the proposed enterprise of Medford in procuring transportation facilities to and from the Blue Ledge mines and to the timber country tributary thereto, with the ultimate terminus to Humboldt Bay, prompts me to open this discussion:

Three weeks have passed since the people of Medford expressed themselves, by a large majority, requesting the expenditure of \$300,000 for the construction of a railroad to the Blue Ledge district. This valuable time has past and no tangible progress has developed. The indifference of the people, as well of those who worked incessantly for the success of this enterprise, it seems, has lost interest and, perhaps, courage to proceed.

An apathy exists and if this lack of feeling continues, it will only be a question of a short time when this enterprise, like so many others that originated in Medford, will be buried and forgotten.

I propose, with this article to open a canal, which I consider feasible, practical and economical, perhaps not considered so by those directly interested in the pending proposition or those inexperienced in modern traffic.

It is not generally known that in harnessing the gasoline motor in such a way as to make it a most practical and economical power for the haulage in all forms, is today superseding the railroad just so much as the automobile has taken the place of the railway travel.

Road engines, harnessed to trailers, haul from 40 to 60 tons of freight, without injury to the road, at a speed of from 8 to 9 miles per hour. It is a common occurrence to see between the cities of Los Angeles and Wilmington, a distance of 22 miles, 10 trailers harnessed to road engines, hauling 65 tons of freight, and operating more economically than hauling by locomotives. At a recent test run from Los Angeles to San Diego, 142 miles, one of the large type road engines made the trip in 13 hours with a load of 13,000 pounds, (almost its own weight) at a cost of 30 gallons of fuel consumed. This same road engine is enabled to haul from four to eight trailers of four-ton freight carrying capacity, each.

These type of engines with heavy loads, make frequent trips between Los Angeles and Topock, Ariz., a distance of 324 miles. This mileage is covered in 38 to 40 hours, depending on stops for the loading and unloading at stations. In a recent trip, it is stated:

"The trip was made on 40 gallons of fuel (distillate) and on an average of eight miles a gallon, for miles the heavy sand roads cut down the running speed, for a truck bearing this weight, sinks in the sandy stretches of the desert. However, it was crossed in the second gear or better and Cajon Pass was coered in the third gear."

From the above, which are undisputed facts, would it not be more practical to substitute the road engine for the locomotive? Mr. Bullis, who contemplates constructing the railroad to the Blue Ledge and who is now meeting with this apathy of the people, states, that with a guarantee of 150 tons freight, with an earning of \$250 per day, he can make pay. Four road engines with seven trailers of 5 ton capacity each, will make this haul at a less expense than steam locomotion, which is readily demonstrated.

The cost of constructing the railroad to the Blue Ledge district is approximated at \$200,000 for which the city of Medford is called upon to bond itself and in later years will become the possessor of the road, minus the equipment.

The ultimate wishes of the people of Medford, as expressed by vote on July 10, is to open the mines of the Blue Ledge district for the purpose of creating a greater commerce and for the upbuilding of Medford through the operation of the mines and timber products.

No other means for transporting the output of the mines and forests, other than by steam locomotion, was considered. With the above facts, capacities and economy of the road engine, would it not be a greater asset to the city and county to construct a hard surface road of a 12 or 16 foot width and operate the haul of the products from the Blue Ledge Mines and the available timber, by the more modern and more economical system, and at the same time, give the people a highway.



GOLD HILL NUGGETS

Mr. and Mrs. Marion Lance passed through Gold Hill Sunday afternoon on their way to their mine, expecting to stop on their return trip with her mother, at Footh creek and take her back with them to their home in Medford.

Mrs. D. A. Gordon and daughter, Doris, of Phoenix spent a couple of days at the home of her parents, Mr. and Mrs. J. M. Hutson in this city.

Mr. Schuerman of the Gold Hill Flour and Feed Store, spent Saturday and Sunday with relatives in Ashland.

Mr. and Mrs. O. Blackington spent Saturday in Medford.

Samuel Hartleson, Fred Moore and R. J. Rowan of the Meadows district, transacted business in Gold Hill Thursday.

George Lance and wife were shopping in Gold Hill Saturday.

Mr. and Mrs. M. S. Johnson and son, Cecil were in Medford Tuesday.

The infant daughter of Mr. and Mrs. Johnnie Chandler, who has been reported as being so seriously ill at the hospital, has been removed convalescent to the home of the nurse, Mrs. F. W. Sears. The little patient is without doubt beyond the crisis, and resting nicely now.

Mrs. Curtis Miller of Sams valley

which can be traversed by all who are now called upon to assist in the construction of the railroad.

Such a highway can be constructed for less money than the contemplated railroad and could reach its destination, owing to the grades, in less mileage than by railroad, which must be operated on grades not exceeding 3 per cent. This highway would be continued in California, towards its terminus without doubt. It would be a road recognized by the Federal Government under the federal aid law, which provides a contribution of 50 per cent of the cost of construction.

The writer will not go into detail as to differences in costs of hauling and operation at this time. This can be determined by the reader and neither is it the writer's intention to abstract or object to the work in hand for the opening of the mines, which would be of an inestimable value to the city of Medford. The writer will, in a later article, give details as regards difference in costs, both in the construction of the highway, the operation of haulage and the advantages of a highway vs. railway.

GEO. E. BOOS.

left Friday afternoon on the 3:15 train to spend a few days with her friend, Mrs. Haskins, of Medford. She was accompanied by her daughter, Flossie.

Miss Bessie Newton is spending Saturday and Sunday with her friends, Mr. and Mrs. Alvin Wheeler, who are visiting relatives in Ashland. The above-mentioned are old acquaintances from their school days at O. A. C. and Corvallis.

Mr. and Mrs. William Hittle of Riverside colony were in Gold Hill Saturday.

Grandpa Tomilson of Rock Point spent part of Sunday in Gold Hill.

What do you think of a head of lettuce weighing five pounds and measuring 13 inches high and 2 1/2 inches in diameter, raised by our local agriculturist, Martin Ehrlickein.

Little Miss Ada Iverson left on the Saturday morning train to visit with her friends, Opal and Leda Harvey, in Ashland, over Sunday. They are going soon to Klamath to visit their father, Harry Harvey, who is employed there, and will remain and attend school there.

Mrs. J. W. Merritt of Central Point spent the last part of the week in Gold Hill.

A bunch of Gold Hill huskies left Saturday afternoon for the Crater

Lake government camp. Those in the party were Jimmy Burns, Earl Cook, Ray Eaton and John R. Kelsey.

A. B. Cornell of Grants Pass, accompanied by his daughter and a friend from Medford, motored to Gold Hill Saturday on business, connected with the insurance company, which he represents.

Mr. Chas. Wahl and Mrs. Pauline Elliott were married at the home of the bride at Footh creek Thursday, July 29. Only a few relatives and friends were present and following the ceremony a sumptuous dinner was served at the home of Mr. and Mrs. Charles Champlin. Mrs. Champlin is a daughter of the bride.

P. J. Schaumburg of Footh creek was in Gold Hill Friday with a load of apples.

From four to 24 persons from Gold Hill, attended every performance of "The Birth of a Nation."

Mrs. Lanham, who was injured the Fourth of July in an auto wreck, is improving very slowly, but gradually at her home in this city.

Mrs. Lathrop and children and Miss Ina Austin were in Gold Hill Sunday.

Mr. and Mrs. Lee Cook of Rock Point were in Gold Hill Saturday.

Mr. and Mrs. B. E. Adams of Rock Point were in Gold Hill Saturday.

MEDFORD WINS BALL GAME FROM GRANTS PASS

From the spectator's standpoint, Sunday's game with Grants Pass, before a crowd of 300 fans, was perhaps the best of the season. It was even, marked with clean fielding and better, there was an entire absence of the crabbing that has marred the others of this season's games. The credit for this may be given largely to Umpire Patton.

Grants Pass led off, making two runs in the second inning and following with one in the third. In the second half of the third Medford rallied and tied the score. Grants Pass boosted their end of the score

with two in the sixth and one in the seventh, but again Medford came back Selberts banging out a three-bagger with two on, coming in himself on a sacrifice. This put Medford in the lead 7-6.

In the eighth Miles prevented Grants Pass from evening up the score by a sensational big league stop. A fast drive came down between first and second. Miles, running full speed picked it out of the air with one hand and retired the runner. In the eighth Medford piled up two more and at the end, the score stood 9-6 in favor of Medford.

Medford's heavy hitters showed up well, Wilson getting four hits from four times up and McIntyre getting three hits from four times up. The fielding of both teams was exceptional, Grants Pass showing a little better work.

Batteries were—Grants Pass, Peruoli and Baker. Medford, Selberts and Force.

Next Sunday the Medford team

and a large crowd of fans will go to Weed on a special train and the Sunday following a return game will be played in Medford. Manager Brevard is fulfilling his promise to give good, clean, fast ball and the games deserve a better attendance.

DUKE APPOINTED BIRRELL'S SUCCESSOR

LONDON, July 31. — Henry Edward Duke, a barrister and unionist member of parliament for Exeter, was today appointed to be the new chief secretary of Ireland in succession to Augustine Birrell. The new chief secretary will be given a seat to succeed Lord Wimborne, who resigned after the outbreak of the Dublin rebellion.



KICK OUT THE "TOWN KNOCKER"

The only thing to do with the "Town Knocker" is to kick him out. Tolerate him for a minute, and he spreads like an epidemic all over the community. He is the original "Calamity Howler" and "Bird-of-ill-Omen." He is never so happy as when he can persuade other people to think the same way he does. If allowed to "get the floor," he will knock the pins from under the best proposition on earth. He is against every form of improvement, and if he converts enough people to his way of thinking, the town will come to a dead stop. After having killed everything, he glories in the fact that nothing can be done for the town. It is doomed. The only thing to do with the "Town Knocker" is to head him for the cemetery. His habit of knocking is so infectious that it has been known to spread among some of the best people. Kick the knocker out.

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