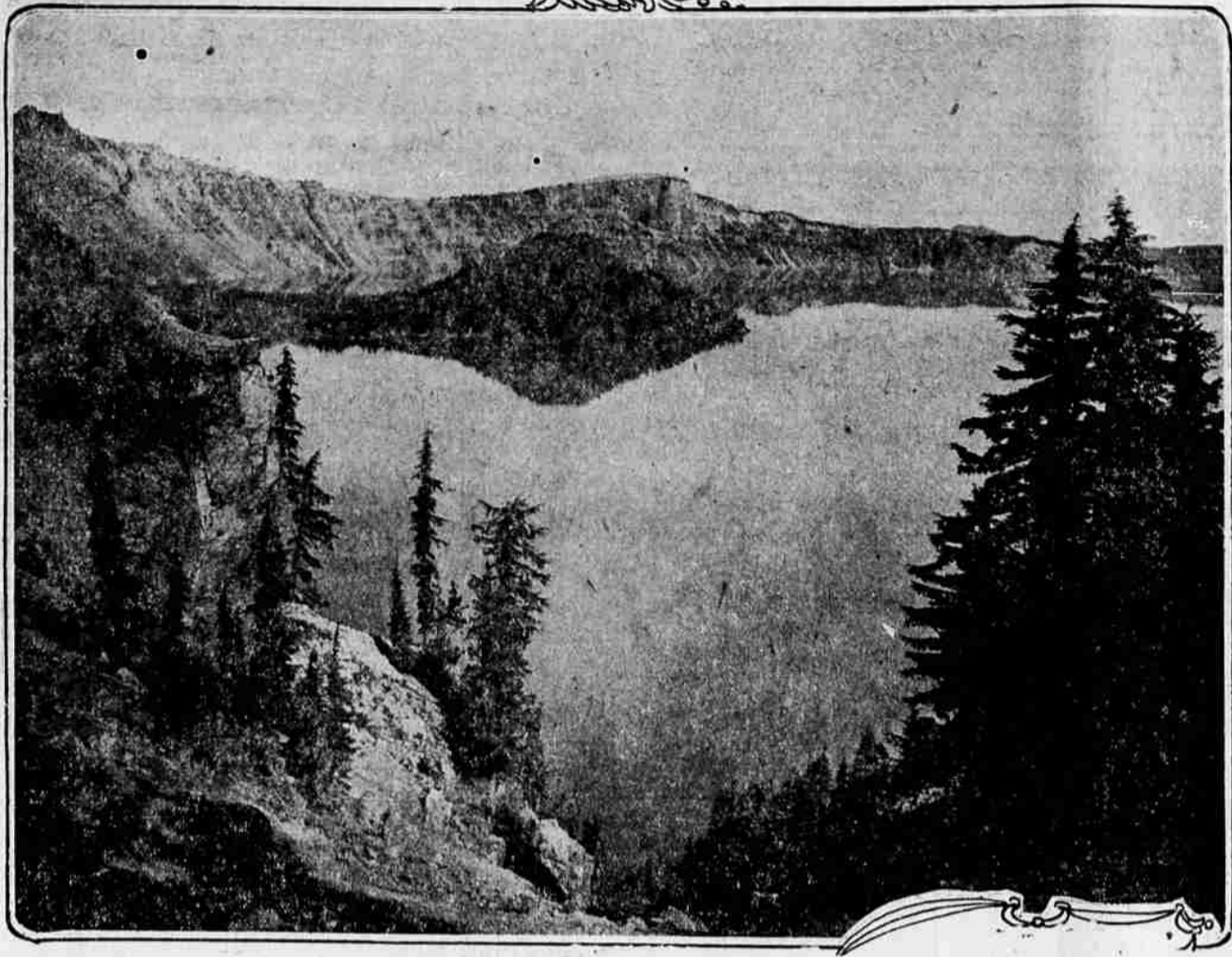


Beautiful Crater Lake But Three Hour Drive from Medford



Near the northeast corner of Jackson county, in the heart of the Cascade mountains, lies Crater lake, which has been declared by travelers and scientists from all parts of the globe to be the most unique and marvellously beautiful body of water in the world. The lake half fills the shell of a great extinct volcano and has no known inlet or outlet, although the water is fresh and cool and is stocked with fish. The rim of the lake is extremely rugged, rising to a height of 1000 to 1500 feet above the water and, in certain places, 9000 feet above sea level. The bluffs surrounding the lake are so rough and precipitous that there is only one safe approach to the

water's edge, this being by a well-built and most picturesque winding trail. The lake is oval in shape, approximately seven miles long and five miles wide, and the water is of the deepest and most radiant sapphire blue, with a depth of about 2000 feet. In the lake there are two islands; one a round-

topped volcanic cone and the other a jagged pinnacle of lava rock. A number of excursion and pleasure boats are maintained at the lake. There is a hotel on the rim, and numerous resorts and charming camping places are found in the immediate vicinity. Crater lake is reached from Medford over a beautiful 80-mile

highway which follows the Rogue river, world famous fishing stream. The "loop" around the Klamath lakes to Klamath Falls, thence to Ashland and back to Medford, is an exceptionally delightful trip. The Diamond Lake road is also connected with the Crater lake rim road, a popular side trip from the Crater Lake National park.

lined, road building did likewise. Charlemagne, emperor of the Franks, began a program of road construction, but after his death the development passed into a lethargy, which was hardly disturbed during the middle ages. An English Road Law, "A quaint law was passed in England in the middle ages relative to the muddy and rutted highways of the day. According to the law, bushes and trees were felled for 200 feet on either side of a road to prevent the gentry's inhabitants of the countryside from rushing out and attacking travelers! The first toll for the maintenance of English roads was passed by Edward III in the 14th century. "The Incas of Peru had the most extensive highway system in the New World. Their 'Queen of Roads,' which connected Quito and Cuzco, was five times as long as the completed Via Appia. They were shrewd engineers than the Romans. The latter built their roads in straight lines, conquering all difficulties in their paths. The Incas curved and graded their highways to avoid ascents and forests. Napoleon Fostered Good Roads. "The father of modern road building is Napoleon. He syste-

mized the industry and appointed a body of engineers to supervise the construction of French roads. Other European countries and the United States were quick to perceive the value of improved highways. "Turkey, long closed to western ways, is planning an asphalt-surfaced highway from Constantinople to Angora. Every day news announcements bring in tidings of new roads being built in lesser known parts of the world. Automobiles demand an ever widening touring radius and modern travelers no longer fear the mythological creatures which medieval people believed inhabited the unknown parts of the earth.

AMERICAN CARS LIKED BY AUSTRALIAN USERS. WASHINGTON.—(AP) Australians prefer American automobiles. The United States supplied 73 per cent of the total number of assembled chassis imported by Australia in January. North America as a whole, including Canada, shipped to Australia in January 79 per cent of her imports of unassembled chassis, 87 per cent of the automobile bodies and 80 per cent of the motor car parts.

MODERN ROADS OFT TELL VIVID TALES OF ANCIENT TIMES

WASHINGTON, D. C., April 20.—Many motorists who speed along the old Post Road out of Boston today are unaware that Paul Revere galloped along that same route, after hanging his famous lantern in Old North Church. Nor do travelers on the Corniche road in the French Riviera always realize they are skimming over a sector of the Via Aurelia, a Roman "speedway" which Emperor Aurelius began more than two centuries before Christ was born. "Speedway" is entirely correct as an appellation for those Roman roads, a National Geographic society bulletin points out. We have the word of Pliny, an early geographer, for it. Once a Roman emperor traveled 200 miles in 24 hours, in three relays of chariots. He sped at eight miles an

hour. Pliny describes that record as "a wonderful thing and an instance of incredible celerity." English Roads Once Roman Highways. "Many present day roads are telltales of ancient history for they follow the routes of historic highways," continues the bulletin. "This is especially true of highways of modern Europe and even of the United States. Watling street and Stone street and Peddars Way are survivors of the military roads with which Rome once adorned Britain. "Nobody knows who built the first road, but remains have been found of a highway laid out by Cheops, builder of the great Pyramid, in Egypt. Babylon had three great highways and the first levying of tolls in the history of highways took place on one of these Babylonian routes. The Carthaginians were the most scientific road builders of ancient times, but the details of their construction have been lost. Rome the Mother of Good Roads. "All roads lead to Rome," was not a metaphor, but a fact during the supremacy of the Roman Empire. Roads led to the Imperial City from Dacia, present day Transylvania, on the east, and Germany on the west. Another

road branched from the very tip of what now is Spain. By the Roman laws the roads were free to no one person or group of persons and the emperors were charged with their maintenance. Soldiers, convicts and slaves kept them in repair. In some places service on the roads eliminated the payment of taxes. The Romans were proud of the emperors who built highways. They honored them with triumphal arches and medals and named the highways after them, such as the Via Appia and the Via Aurelia. "The Via Appia was the Roman 'Lincoln Highway.' Over it St. Paul the Apostle traveled, untroubled by toll collectors. It was begun by Caesar Appius Claudius in 312 B. C., and when completed reached to Brindisi on the Adriatic coast. Modern traffic takes a new path, but the Via Appia still runs its course from Rome across the Alban hills. Road Maps Unknown to Romans. "The Romans had no road maps. They published itineraries listing the stations along the road with the distances between each station. Their nearest approaches to road maps were drawings of the stations with topographic features of the surrounding country. "When the Roman Empire de-

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Shriners Will Journey to Prospect Sunday



Following the ceremonial work at the Medford armory tonight, the nobles of Ben All Temple and other visiting Shriners will be taken to Prospect where a party has been arranged by Hillah members. The trip will be taken over the Crater Lake highway to the popular resort where a banquet and entertainment will be enjoyed by the visitors.

LURE OF ROGUE VALLEY IS TOLD

Southern Oregon is not only a state of perennial opportunity, but is a land of marvelous beauty. It is a land of scenic glories, caressed by a climate whose summers are cool and whose winters are mild. Within its boundaries are grouped scenes of majestic mountains, hundreds of wonderfully beautiful lakes, numerous picturesque rivers and streams where trout and game are plentiful, canyons and glens, and hundreds of thousands of acres of primeval forests. The diversity of its scenery, the equable and invigorating climate, afford a combination of conditions for a summer's outing unsurpassed anywhere in the world. Those who visit southern Oregon for the first time, who stand beneath her forest giants, who glimpse the snowy ranges rising from evergreen forests, who see trout and salmon leap from swift mountain waters or from the breeze blown riffles of her mountain lakes, or who journey along her scenic paved highway from the summit of the beautiful snow-capped Siskiyou mountains through the wonderful and productive Rogue River valley, or visit some of the world's greatest attractions—Crater lake, Diamond lake, Oregon Caves, Mount Ashland or Mount McLaughlin, will realize that Oregon offers to the vacationist and the tourist the maximum of all that could be desired in opportunity for enjoyment—that here are found, in amazing profusion, beauty and grandeur unequalled elsewhere. Southern Oregon has things doubly blessed of those things which go to make a delightful summer vacation. Here the tired business man may find complete rest under the most delightful conditions. Here the invalid may travel the road to bounteous health, enjoy the sea air, or the phenomenally clear and pure atmosphere of the mountain ranges of southern Oregon or the marvellously beautiful Cascades. Here the robust seeker of pleasure will find opportunity for the enjoyment of those things which he or she may seek, whether it be mountain climbing, hunting big game or enticing the gamey fish from the beautiful streams and lakes which abound. And here may the invalid find robust health through drinking of

Committees in Charge of Ceremonial

- General Committee: O. O. Alenderfer, chairman, Medford; C. C. Lemmon, Medford; Howard Scheffel, Medford; Sam Baker, Grants Pass; A. K. Cass, Grants Pass; Hal McNale, Ashland; Andy McCallen, Ashland. Parade Committee: Paul McDonald, chairman, Medford; C. C. McCredie, Medford; Decorating Committee (Streets and Stores): Walter Leverette, chairman, Medford; Chas. L. Woods, Medford; J. C. Mann, Medford; Public Safety Committee: C. C. McCredie, chairman, Medford; Roy Elliott, Medford. Banquet Committee: Lewis Ulrich, chairman, Medford; H. W. Hamlin, Medford; C. N. Culy, Medford. Transportation Committee: Clyde Eakin, chairman, Medford; Wm. A. Young, Medford; Ed Binns, Medford; Mare Jarmin, Medford. Publicity Committee: Wm. H. Fluhrer, Medford; R. E. Detrick, Ashland; Sam Stinebaugh, Grants Pass. Golf Committee: Ray Compton, Roseburg. Vernon Vawter, chairman, Medford; Geo. M. Roberts, Medford; Dr. J. J. Emmens, Medford.

MANY KIDDIES IN SHRINE HOSPITALS

Pacific Coast Shrinedom may well be proud of the splendid Shriners' Hospital for Crippled Children, located at San Francisco, Calif., for it is indeed a beautiful structure, set amidst most charming surroundings. Its accommodation of 50 beds is the same as the hospital at Portland, Ore., where Hillah Temple sends its patients. Both of them are of the very highest type of model hospital construction, built for permanency, equipped with everything known to modern surgery for treatment of crippled children. The patients are the happiest children in the world, as they soon learn not to fear the operating rooms, as it means relief and gradual correction of their deformities, allowing them to walk and run about with the freedom and joy of normal children. As the wonderful work of Shriners' hospitals becomes more widely understood donations and bequests are more in evidence. During 1928 the amount totaled \$464,897.26; and this was separate and distinct from the fund made up from the \$2 per capita tax to Shriners. CARRIER SURVIVES AUTOS AND HORSES. PROVIDENCE, R. I. (AP)—Horses, wagons and autos may come and go, but Willis F. Colwell, rural free delivery carrier for Cumberland Hill, goes on indefinitely. During his 21 years on his route, the longest in the state, he has bade farewell to three horses, two wagons and 17 automobiles, all of which did their bit in the service. Colwell, alone, has weathered the wear and tear of the years. He still is a hardy specimen, speaks of his work as a "joy ride," and is proud of the fact that his long record shows only two days' interruption in service. Medford—Crater Lake Gateway

C.E. Gates Auto Co.

MEDFORD



DEALER

Extends A Cordial Welcome

TO ALL VISITING

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A Hearty Welcome Shriners!

We sincerely hope that you will thoroughly enjoy your visit to Medford. If we can be of service to you, come right in!



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