

JACKSONVILLE SENTINEL

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Friday, Sept. 25, 1903

THE JACKSON CREEK PROBLEM.

To restrain Jackson Creek to its original channel is a problem that is up to the town council to handle and the taxpayers to meet. Years ago this stream had a well-defined channel through Jacksonville and the bottoms on each side were occupied by gardens and orchards, but now the creek wanders around through vast deposits of tailings that have come down from placer mines above and which have buried the gardens under a deposit of loose gravel and filled up about the fruit trees until they are in a rock pile. These tailings have raised the Jackson creek bottom up to a level with the prairie upon which the lower part of Jacksonville is built and the creek now threatens at any flood to make a new channel down the streets. To prevent this possible disaster the town built a plank fence breakwater for several hundred feet along the danger line, which worked alright until the big flood of last winter tore it up so badly that it now has to be rebuilt. The breakwater held the creek to its channel though it is claimed by some that had the flood continued at its height for six hours longer the creek would have broken through and made a new channel by the railroad track down C street. The breakwater is now being rebuilt in a stronger manner and its advocates claim that it will withstand any flood, but there are others who say that it will only stand until the next big flood when it will go along with the \$500 that it will cost.

There are two other methods that could be used to restrain Jackson creek. One is to build piers at points along the bank to deflect the rush of water during floods. These piers could be made of log crib-work filled with rocks or concrete. This plan has been proven a success in many other places where it has been tried and it has been proven to be far cheaper than a continuous breakwater. The other plan is to plant the entire space covered by the tailings to trees which with their mat of roots would hold the ground in place. As placer mining is no longer carried on up the creek there will be no additional tailings poured into the creek and were the present flow of gravel checked the trouble would be ended. But if the flow of tailings is not stopped it is but a question of time when the channel of the creek will be higher than the streets and during a flood the creek will make a new channel down one of the streets. With a basket willow, alder or cottonwood cuttings could be planted and as the gravel is moist during the dry season they would all grow and in two or three years would make a tangle of brush and roots that would hold the gravel in place. The planting should be made from the head of the gravel flow a mile above town to its end below town. It would be more profitable to put out basket willows, for cottonwood and alder would only be of value

for fuel while the willow would make possible another industry for Jacksonville—that of basket and wicker work. The more the willows are cut the more they stool out and cover the ground. The expense of planting the willows would not be so great as the building of one breakwater and it would not have to be done over again every few years as will have to be the breakwater.

CHEAPER FUEL FOR SOUTHERN OREGON.

There is every reason to believe that the problem of cheap fuel for Southern Oregon will soon be solved and from several sources will come this relief. The development of the immense water power of Rogue river and its tributaries by supplying cheap power to all industrial plants will decrease the consumption of wood by the thousands of cords annually and this great water power will cause a further decrease in the use of wood by supplying electric lights to all the towns of the valley putting out of operation all the steam plants. There is a probability that electric power will replace steam within the next few months on the Jacksonville railroad, and should as now appears probable that the road will be extended in the near future to the Applegate copper district the motive power will be certain to be electric. With the steady advance in the science of electricity it will not be long until the electric heater will be so decreased in expense that it will become of general use in house heating. Gasoline gas has already entered the field for heating purposes in addition to lighting and several houses in Jacksonville are now fitted with gas cooking ranges and heating stoves, the gas being supplied by the Jacksonville Gas Company.

The use of coal, which has heretofore been prohibitive by reason of exorbitant freight charges, now appears possible for there is a likelihood that this section will soon be producing its own coal. J. C. Smith of Griffin Creek has received word that the Siskiyou Mining & Developing Company, of which he is one of the heavy stock holders, has struck two fine veins of coal, one of four and the other of five feet on their property near Ager on the line of the Southern Pacific 50 miles south of Jacksonville. The coal has been tested in stoves and furnaces and found to be equal to the best coal of this coast. The Company own 1,100 acres of this coal land and having ample capital at their command will continue their development work and get the coal veins opened up and demonstrate that they can supply the trade with coal at a price that will bring it into general use. There are also fine coal prospects in this valley that some day will be opened up and which give promise of producing a good quality of coal and in large quantities. It is reasonably certain that wood fuel in Rogue River valley will by another year begin to decline as the big demand begins to slack up as other cheaper fuel takes its place.

With the certainty that a railroad will be built up the Applegate the county court should have the new wagon road that they propose to build up that stream so located as to not interfere with the railroad route. On the level bottoms the route of the wagon road could be changed at little expense should it be in the way of the railroad, but around the rocky points where the road way is to be blasted out of the rock the roadway should be placed high enough up the face of the hill to permit the railroad to have the level route down at the river bank. As this wagon road will cost \$10,000 to \$15,000 it is a matter of serious concern to the taxpayers that it be built where it is to be permanent and not where it is certain to be destroyed by a railroad grade. As to the company, who ever they may be, rebuilding at their own expense such sections of the wagon

road as they may occupy with their railroad that is not at all likely for they will claim that they are under such tremendous expense and that their railroad will be of such benefit to the county that the taxpayers should stand the cost of putting the road farther up the hill so that the railroad may have the water level grade. If proper care is taken the wagon road can be carried around the hills entirely above the rail-road route and not have heavy grades that will be hard on team travel. By attending to this matter now a saving to the taxpayers can be had and one hindrance to the building of a railroad up the Applegate can be eliminated and thereby another impetus be given to the up-building of Jacksonville county.

The beef drive is now under way on the ranges the cattle being brought down from the mountains, where they have fed on the luxuriant grasses that grow on the high lands of Southern Oregon during the summer, and they will be placed in alfalfa pastures and held until marketed. Notwithstanding that the summer has been unusually dry range cattle are in good condition and a very little feed will put them in prime condition for market. The high prices of recent years has stimulated the industry until there is now a greater number of cattle here than ever before. The recent drop in prices is rather discouraging to the cattle men, yet there is a reasonable certainty that beef will not be down long. This decline in prices is caused by a shortage of feed on the ranges of the West, caused by an unfavorable season and not by a decrease in demand that is now greater than ever in the history of the country. So soon as the present rush is over beef will come up again and the stockman, who has good pasture and plenty of feed and who can hold his cattle for a while will get good prices. As to future prices for cattle there is no possibility of permanent decline for the ranges are all about to their limit and there is no new ranges to be opened up. To raise cattle now costs money and the day of cheap beef is past except that a general panic would come that would wreck all prices.

The Salt Lake Mining Review has been added to the exchange list of the Sentinel. It is a 48 page weekly publication, well edited and contains the complete news of all mining events in the United States and a synopsis of the news of the world which is of special interest to mining men. The publishers appear to comprehend the scope of a legitimate trade paper and its pages are not filled with roseate write-ups of wild cat mining ventures and all statements made in its columns are based on the best information to be had. In Oregon mining news it is quite complete and it is doing a fine work in bringing the mineral wealth of this section to the notice of investors.

There is quite as big a boom in alfalfa as in fruit in the Rogue River Valley and it is estimated by persons in a position to know that there will be between 3,000 and 4,000 acres sown to alfalfa this fall and next spring in this valley. Nurserymen estimate that there will be above 4,000 acres planted to fruit trees this winter. The time is not distant when Rogue River Valley will be one succession of orchards and alfalfa fields and the garden spot and the richest section of the Pacific Coast.

Buy your Sewing Machine supplies of C. W. Conklin.

E. R. Armstrong and Mr. and Mrs. C. J. Armstrong returned Wednesday from an outing of 10 days down on Rogue river. They went by team going as far as Jenney creek where they had fine fishing but no hunting as the forest fires had driven the deer out of the country. They visited the two lime kills that are in operation on Jenney creek. One is operated by an Ashland company and the other by local parties and each report that they get more orders for lime than they can fill.

Among The Prune Growers.

Prune drying is now under full way in all the prune orchards in Rogue River Valley. Owing to the extraordinary dry season the yield is hardly up to the average, but the total crop will be larger than heretofore harvested by reason of the young orchards that are coming in. The dry weather has also affected the size of the prunes for they are not quite so large as usual. The price promises to be higher than for several years past and the prune growers will find their crop quite as profitable as that of the other fruit men. J. McPherson, who has a fine prune orchard on Griffin creek will have about six car loads of dried prunes this year. He has a tunnel dryer that will dry 6,000 pounds every 24 hours. It works to perfection and as he takes great care in selecting the fruit the prunes he sends out are of the best quality. His dryer is connected by a track with a big warehouse where he stores his prunes until such time as he is ready to market them. Mr. McPherson also does some drying for those of his neighbors who have small prune orchards. On the Jacksonville-Medford road there are three large prune orchards. Of these growers C. M. Pfeister expects to have about 40 tons of dried prunes from his home and about 60 tons from an orchard he has at Willow Springs. Mr. Pfeister has a fine dryer at one of his orchards and on each place he has built new and larger warehouses, the one at his home orchard being 24x40 feet two stories high. Acquiring Mr. Pfeister is the orchard J. D. Gray, who is just starting in the prune business. He has a well built dryer that handles a ton each 24 hours.

L. F. Lozier has rebuilt his dryer and enlarged it this summer making it two story and capable of handling 4000 pounds each 24 hours. Back of the dryer he has a large two-story warehouse connected by an elevated track. He will have about 30 tons of prunes all of fine quality.

Dates to Remember.

Monday, Oct. 5. — Regular meeting of Jacksonville Fire Department.
 Tuesday, Oct., 6. — Meeting for October of Jacksonville town council.
 Tuesday, October 6. — Regular meeting of Medford city council.
 Wednesday, October 7. — County court convenes for September term.
 Monday, October 12. — Regular meeting of Jacksonville board of trade and election of officers.
 Thursday, Oct. 22.—Annual teachers institute for Jackson county at Jacksonville High School for three days.
 Thursday, Nov. 26—Grand Thanksgiving ball in Jacksonville under auspices of Native Daughters.

What Is Life.

In the last analysis nobody knows, but we do know that it is under strict law. Abuse that law even slightly, pain results. Irregular living means derangement of the organs, resulting in Constipation, Headache or Liver trouble. Dr. King's New Life Pills quickly readjust this. It's gentle, yet thorough. Only 25c at City Drug Store.

Thanksgiving will be celebrated in Jacksonville by a grand ball which will be under the auspices of Jane Mason McCully Cabin, Native Daughters of Oregon. The ladies are beginning early with their arrangements and they propose to make their ball one of the best and most enjoyable ever given in Jacksonville.

S. P. R. R. TIME CARD.

South-B'nd Trains.		Stations.	North-B'nd Trains.	
No 15	No 11		No 12	No 16
p.m.	a.m.		p.m.	a.m.
8:30	8:30	Ly...Portland...Ar.	7:00	7:45
10:33	11:00	.....Salem.....	4:34	5:40
	p.m.			
11:35	12:30	.....Albany.....	3:16	4:40
a.m.				
1:15	2:08	.....Eugene.....	1:42	3:00
			a.m.	p.m.
4:55	5:50	.....Roseburg.....	10:40	11:45
10:03	10:43	.....Grants Pass.....	5:25	6:15
10:34	11:14	.....Gold Hill.....	4:50	5:30
10:57	11:36	.....Central Point.....	4:29	5:04
11:10	11:45	.....Medford.....	4:19	4:52
	a.m.			
11:28	12:02	.....Phoenix.....	4:10	4:41
11:38	12:12	.....Talent.....	4:06	4:36
p.m.				
12:35	12:55	.....Ashland.....	3:35	4:24
4:25	4:28	.....Montague.....	12:03	12:53
a.m.	p.m.		a.m.	p.m.
5:10	5:10	.....Sacramento.....	10:50	11:50
8:55	7:55	Ar...San Francisco...Lv	21:22	8:05

Tickets sold to all points in the United States. Sleeping car reservations made on application. Freight house opens at 8 a. m. and closes at 4:20 p. m. W. V. LIPPINCOTT, Agent.