

For Coughs—Take This

Do you know a remedy for coughs and colds nearly seventy years old? There is one—Ayer's Cherry Pectoral. Once in the family, it stays. It is not a doctor, does not take the place of a doctor. It is a doctor's aid. Made for the treatment of all throat and lung troubles. Ask your own doctor his opinion of it. Follow his advice. No alcohol in this cough medicine. J.C. Ayer & Co., Lowell, Mass.

You cannot recover promptly if your bowels are constipated. Ayer's Pills are gently laxative; act directly on the liver. Sold for nearly sixty years. Ask your doctor all about them.

OUR COUNTY Correspondents

NEWS FROM JACKSONVILLE.

Items of Interest Gathered at the County Seat.

Mrs. S. A. Link of Ashland is in Jacksonville this week.

Dr. R. T. Burnett has purchased a Reo auto and it wears the number.

C. E. Lyons and J. J. Frye, both of Eagle Point, visited Jacksonville on Tuesday.

Mrs. Eva Hockenjos of Medford visited at the home of Mrs. C. Reuter Saturday.

Professor W. T. Van Scoy of the Normal school, attended Circuit court Tuesday.

The Mankin farm, near Jacksonville, sold this week to a neater syndicate for \$35,000.

County Judge J. R. Nell and Commissioners Patterson and Owens are holding county court this week.

Mrs. Benton Bowers and Mrs. Emma Wickersham of Ashland visited with Mrs. B. F. Mulkey Sunday.

William Shultz of Medford is working in the barber shop for William Poole, who is away on account of sickness.

Mrs. Pernoll of the Applegate country, mother of the famous Jud Pernoll of baseball fame, visited Jacksonville Tuesday.

Many carriages and autos bearing people from various parts of Jackson county visited the old historic cemetery Decoration day.

P. J. Neff, O. C. Boggs, W. I. Vawter, C. L. Reames and T. W. Miles, attorneys-at-law, attended the session of the Circuit Court Tuesday.

Mrs. C. E. Hayden, with her children, left Monday for the Willamette valley, where they will join Mr. Hayden, who is a contractor and builder near Lebanon.

Mrs. N. F. Stedman of Los Angeles, formerly Miss Barbara Bents of Jacksonville, is spending a few weeks visiting Mrs. Dora Harbaugh and other old-time friends.

William Barnum has returned from San Francisco and assures us that within 30 days a passenger car of large capacity and making five round trips a day, will be in service between Jacksonville and Medford. Also he informs us the passenger and freight traffic will be entirely separated from each other. These improvements will prove of great convenience to visitors to the county seat.

MARRIAGE LICENSES.

Those Issued by the County Clerk During the Past Week.

Joseph A. Smith and Mary J. Edwards, Frank B. Sankey and Genevieve Goodwin, R. C. Wiley and Clara A. Fetterly, Charles W. Sharpe and Winnie E. Hatcher, Charles N. Howe and Anna C. Lynn, Jeddie Clark and Elsie Yancey, Earl Heiler and Laura M. Garland, E. A. Barnes and Rose A. Sly, John Vannatta and Martha Stunkard, John Conway and L. C. Wilcox, Joseph N. Silva and Mary L. Cederos.

ACTIONS FILED.

Jackson County Bank vs. Opp Mining Co.—To recover money.
Bank of Ashland vs. James Helms et al.—To recover money.
Grant & Staples vs. Rogue River Valley Orchards Co.—To recover money.
C. W. Wolters vs. T. W. Hill et al.—To recover money.

NORTH MEDFORD NOTES.

(By J. G. Martin.)

Grandpa Meeker is improving slowly from his injuries.

Mr. Dresser, who sold his residence property last week to Henry Metz, on North Beatty street, shipped

his household goods to his new home on Wolf creek today.

Mrs. Shafer of North Beatty street is confined to her bed with a severe attack of measles.

H. Boyden of North Central avenue is laying the foundation for his six-room bungalow residence.

Grandpa and Grandma Hampton Turpin, pioneer farmers of Roxy Ann, were visiting in the city Thursday.

Mr. Cory, the well-known business gentleman of our city, is putting in the new bakery on North Riverside avenue.

William Jones, Sr., a prosperous farmer of Beagle, made a brief business trip to Jacksonville and a half day spent in trading in the city of Medford Wednesday.

Guy Moore and wife returned to their home at Wimer Thursday after a three days' visit very pleasantly with Mrs. Moore's parents, Mr. and Mrs. C. P. Buck, on North Beatty street.

James Martin, accompanied by his sister, Jane, prominent farming citizens of Beagle, were shopping in the city Wednesday and were pleasantly surprised with their bargains in trading in Medford.

J. W. Kennedy of North D street is removing his ancient woodshed and barn that were built in Medford's infancy. Their removal improves the general appearance of his pretty residence property. One by one the old landmarks disappear.

EAGLE POINT EAGLES.

(By A. C. Howlett.)

Medford Mail:

This morning I was greatly disappointed on the arrival of the messenger from the Cascade Locks postoffice when he announced that the Medford Mail did not come, for I was eagerly looking for it so that I could get the news from home. But I was not the only one disappointed, for O. P. McGee and family look for the Mail as eagerly as they would a letter from home.

Well, the last time I wrote was from Portland, where I remained until Friday, the 28th inst. While I was in Portland I traveled around considerable, saw many of the sights of the big city and noted to some extent some of the improvements, etc., but one thing I noticed was that there was quite a number of houses and some prominent business houses with the sign out "For Sale" or "For Rent," but nevertheless there seemed to be a vast throng moving in every direction and all kinds of business being carried on. In many places the streets were torn up where they were putting the fire for the streetcars underground, making improvements in the streets, etc. Truly Portland is a busy place, but still there are scores of people there of all ages, sex and color looking in vain for employment.

While in Portland I found J. E. Stepp and John Isell and families, formerly owners of the Roundtop mill of the Big Butte country. After they were burned out on Roundtop they sold their timber land to the Dewing company of Michigan and have bought property in Southeast Portland and gone into business there. But the women folks say they would like to be back on their old homes on Roundtop, where they could enjoy the salubrious climate of Jackson county. I also called on Mrs. Rippey, nee Lottie Taylor, formerly one of Eagle Point's most promising and lovable—pardon the expression—young ladies; also Miss Ollie Nichols, daughter of Hon. T. E. Nichols of Eagle Point. They seemed to be the very picture of health and happiness.

Leaving Portland Friday morning on the steamer Bailey Gatzert, I took a trip up the Columbia river. It proved to be a very disagreeable day for the wind blew very hard and a cold rain accompanied it, making it difficult for me to stay on the deck to see some of the grandeur and beauty of the scene along the banks of the river. There was nothing of especial interest to see after leaving

the Alder-street dock until we reached the Columbia river proper, although the sight of three large ocean steamers was something to an old Southern Oregon hayseed; but they were a grand sight to me; but when we reached the great railroad bridge across the Columbia river at Vancouver the sights began to loom up. That bridge truly is a wonderful work of art, with its piers of solid masonry at equal distances across the river, on which the massive steel bridge is built, stretching out for a mile or more and bearing up its burdens of living freight. It is indeed a sight worth seeing.

Passing from there on a clear day one has a fine view of Mount Hood as it lifts its snow-capped head into the clouds and looks down on the rugged and abrupt hills, or rather mountains, along the banks of the river. After we had reached Cape Horn, where the mountains are almost perpendicular and raise their heads from 2000 to 5000 feet and send forth from their snow-capped summits beautiful streams, coursing down the mountain sides, in some instances falling 800 or 900 feet perpendicular. It affords a sight of beauty and sublimity that is seldom found.

On the boat were about 200 passengers and among them one could hear a variety of singular remarks and questions. One lady from Boston, Mass., when she saw a large tract of land covered with standing dead trees on the top of one of the high, steep hills, asked what all of those poles were standing there for, and when told that they were stumps of trees that had been killed by fire, she inquired how in the world any one could get up there and build a fire in such a place; that surely no one would camp on such a place as that, and when it was suggested that the fire could be built at the foot of the hill and run up the side of the mountain she looked amazed at such a bright idea. And she appeared to be a woman of culture and intelligence—but it was all new to her.

We arrived at Cascade Locks about noon, where I was met by one of Jackson county's old and honored citizens, O. P. McGee, and after getting my mail jumped into his rig and started for his ranch, two and a half miles up the river. On the way we picked up Mrs. McGee, who had been staying with her daughter, Mabel, Mrs. Bert Wilder, and while I am on the subject, will tell her many friends in Jackson county that there was born at their home on May 22 an 11-pound boy, and Grandpa McGee feels quite aged.

The town of Cascade Locks is a small village situated on the Oregon side of the Columbia river about 20 miles below Hood River. There is but very little farming country surrounding it, as the high and almost inaccessible mountains raise their lofty peaks from near the banks of the river. There is some stock raised here and Mr. McGee says that it is like climbing a letter to get them on to the hills.

The town of Stevenson, the county seat of Skamania county, Washington, lies on the opposite side of the river. It appears to be but a small place, but I understand that it is the largest town in the county. About all there is in these parts is the timber and fishing industries. There is a sawmill here in Cascade Locks that employs about 140 men. They have a fine plant and turn out about 100,000 feet of lumber per day, and the most of it is shipped East. I expect to leave here Monday morning for Wilbur, Wash., via Spokane, where you will probably hear from me again.

FIRE THE CHIEF.

Ashland Chief of Police Steps Down and Out.

At a special council session last Monday, Chief of Police Neidig was asked to resign, a compliance with which invitation was readily forthcoming. The official was charged with apathetic indifference in regard to affairs in connection with his duties, one item among the list being neglect in the matter of collection of dog tax.

It seems that by virtue of his office the chief is supposed to be enumerator, assessor, collector and board of viewers of all the canines within the limits of the city, and some dereliction in this regard, in addition to other features which have been brewing for some time past, culminated in the action taken by the mayor and council. The council's course in the matter was unanimous, with the exception of Loomis, who asked to be excused from voting on account of the fact that he had voted against the original confirmation of the late incumbent of the office.

Mr. Neidig claims that he has not disobeyed any orders of the council; that he has been diligent in his duties to the best of his ability; that he has been overburdened with work, all of which, however, he has transacted under the provisions as required by the charter.

A. L. Irwin has received the appointment of chief of police, and has already entered upon the duties of the office. His bond in the sum of \$1000, with H. L. Whitely and P. Provost as sureties, was approved at the session Tuesday evening. Mr. Irwin comes into the position with experience, having already served the city in police duties in various capacities.

GATHERING DATA FOR IRRIGATION

Few people have much of an idea as to the magnitude of an irrigating system for the Rogue River valley. To some it would only mean the spilling of water through a canal over certain parts of the valley which might be fortunate in lying at a lesser elevation than the canal head. Scientifically, it means vastly more than this, and before any scientific and absolutely certain plans can be laid touching upon the area which can be covered, there must first be base lines established and from these, step by step, the desired information is gathered until at the finish there is no data wanting which will picture in no uncertain manner the advisability of the project.

This stepping-stone work and data-gathering process is precisely what Engineer Fred N. Cummings, of the firm of Osgood & Cummings, has been doing for the last two months.

There have been three engineering parties in the field all this time, and they have covered all that part of the valley lying between the foothills south of Medford and extending to a point some distance south of Phoenix. Over this much of the valley elevations have been taken, and contour maps have been made of all this area. So complete and exact is this work that it is possible from the maps in Mr. Cummings' office to indicate positively every acre of land in this finished district which can be irrigated from the irrigating canal, and the exact length of the lateral ditches required to convey the water to any given point. The surveying parties are now at work north of Medford, and their territory will be all of that section between the foothills on the west, extending as far north as Willow Springs district and east to the Bradshaw drop.

When all this work is completed a large map will be made covering the entire acreage possible of irrigation.

While all this work is being done a preliminary canal line is being run, but this, of course, cannot be definitely located until all other data has been secured. It will be the effort of the company to carry the canal just as high as possible, in order that the greatest possible area may be covered. For instance, it is known that the canal will cross the railroad track south of Phoenix, but just how far south cannot be stated at this time.

There is a vast amount of detail work connected with a project of the magnitude which this one has. In fact, all this data must be secured before a canal can be definitely located and a distribution of the water planned.

A party of engineers and a construction crew will leave Medford the latter part of this week for Fish Lake and Four-Mile Lake, where they will be engaged in taking the area of the watershed of the two lakes. This will be the work assigned the engineering party, while the construction crew will be engaged in clearing trails and the right of way for the connecting canal between the two lakes. When the area of the watershed of the two lakes has been secured and the probable amount of water which will flow into each can be estimated the height of the dam and the size of the gates necessary can be decided upon.

There is nothing being left undone which will make this canal system the best in the state—or in any other state, and the worth of it to the valley when completed cannot be estimated. The project covers a vast area of land—it covers nearly every acre of land which can be irrigated by any system, except it be a few individual ditches. It can hardly be understood why the project was not undertaken before; still there is a difference in irrigating land valued at from \$20 to \$50 an acre and in irrigating the same land when it has reached a valuation of from \$200 to \$2300 an acre. This may account to some extent for the undertaking of the system at this time. A little water to be had when needed for all this valuable orchard and alfalfa land will be a great added asset. No land owner can afford to be without water when it can be had—and none will be when the system is in operation.

GETS FREE DELIVERY

Grants Pass All Ready to Begin Service on June 15th

At the postoffice everything is nearly or quite ready for free delivery, and when June 15 comes there will be no reason for further delay unless orders to the contrary come from Washington. The two regular carriers have been assigned for the work and these are Donald J. Calvert of this city and Arthur Wible of Selma. The substitute who will serve at this point has not yet been selected, but will be in a few days.

The equipment for free delivery is in readiness and the work could be started even before the 15th if it was permissible. The carriers will commence the examination of their

FACTS

ENOUGH PAGE WIRE TO MAKE

18 BIG CARS, or
3431½ MILES, or
1,098,140 RODS



of single wire was shipped into Southern Oregon and Northern California during the first four months of 1909, and is now in use on the farms and ranches

PAGE FENCE LEADS

THERE IS A REASON

BEST WIRE. High Carbon Coil Spring Steel, twice as stout as ordinary fence wire—does not sag.

BEST GALVANIZING... properly and carefully applied.

CONTINUOUS CROSS BARS... will not come off nor unwrap.

SOLID WOVEN FABRIC. not injured by stock or constant use.

PRICES REASONABLE... Styles for every purpose, Every rod guaranteed.

We furnish man and tools and assist in the erection of every rod of Page Fence without extra cost.

One of our men erected 2100 rods 54 inches of Page fence in 45 hours—and we guarantee first class work.

We furnish estimates on either regular or special fences, and fence ranches complete.

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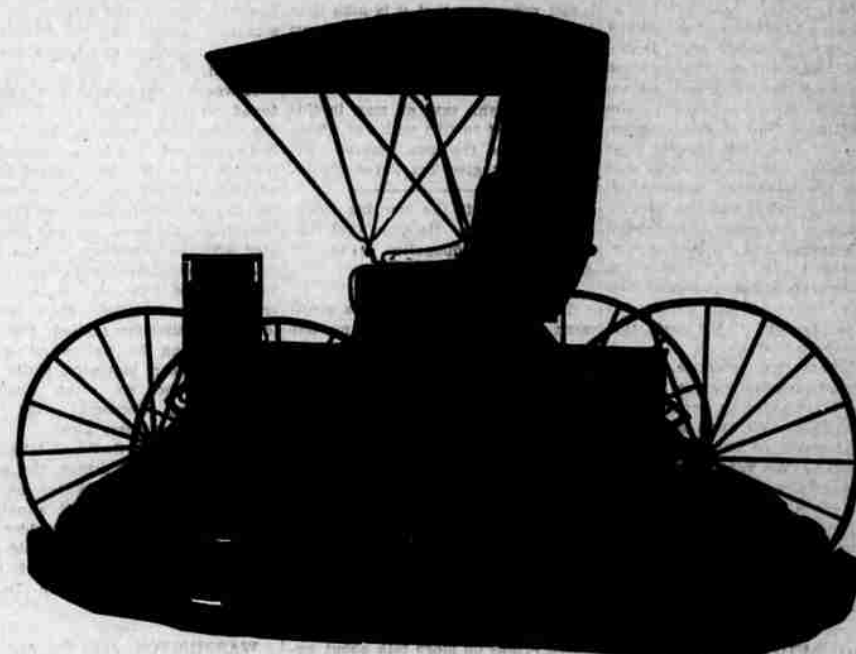
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Come in and pick your Buggy, Carriage, Surry, Hack or Wagon. We have just what you want and we know it. Prices always reasonable.

HUBBARD BROS.

routes in a few days. The postoffice department provides, blanks upon which the carrier will write the names of all persons who will receive mail regularly at each house. These will be transferred alphabetically into a carrier's book which will be used for ready reference on all occasions.

These books will be in reality a complete directory of the city and will be available in the inquiry department of the office so when strangers apply for information regarding the location of people who live in this city they can at once be found by any of the clerks in the postoffice.—Rogue River Courier.

SAIORS PROTEST

Object to Sending Criminals to Enlist in the Navy

U. S. S. Yorktown, San Francisco, June 2, 1909.

Editor Medford Mail:

Dear Sir—Just received your Mail of last week and as I was looking through it I ran across an item from Ashland, Or., stating that two boys were arraigned before the court for some criminal offense and that the judge suspended sentence on the condition that the parents of the boys were to enlist them in the United States navy. Now, I would like to meet that judge face to face and tell him a few things about the navy that he seems to be in ignorance of—mainly, that the United

States navy is not a school of correction nor a penitentiary.

The army and navy are the nation's protection, and that judge, whoever he may be, if he is patriotic at all, he don't want the army or the navy to consist of criminals of any class. The article was read by a goodly number of my shipmates, and if they were to meet that judge I'd be sorry for him. You ask why? Well, if any man were to lower your good name, would you resent? We do. And that judge attempts to lower the name of the men in the United States navy when he causes such men as he casts from his court to enlist, and he also gives the people who are in ignorance of the class of men in the navy the impression that they are of the criminal class.

Hoping to see this letter published in the next Mail, and that it may reach the eyes of that deluded judge in Ashland, I wish to remain, Yours respectfully,
R. O. MEADER,
Seaman, U. S. Navy.

It wasn't strange that an obvious policeman should have attempted to arrest Mr. Taft for picking flowers. The strangest thing was that Mr. Taft was able to limber up again, after stooping to a violet bed.—Exchange.

The Baltimore man who erected a monument to Adam is not "at home" when the suffragettes call.

HANLEY'S REFUSE

City Begins Suit for Right of Way Through Ranch

The matter of the city and the Hanley brothers in connection with the waterworks is now in the courts as the two could not agree on the price. The suit was begun yesterday morning by City Attorney Porter J. Neff, on behalf of the city, in the Circuit court for condemnation proceedings to compel the Hanleys to accept the offer of \$2000 made by the city.

It will be remembered that the city council held a special meeting and instructed Attorney Neff to make a tender to the Hanleys of the sum of \$2000. If they refused, the understanding was that Mr. Neff was to begin the suit. Every effort has been made to arrive at a settlement, but the Hanleys refused to consider any offer made.

The reason for wanting anything from the parties named was the fact that it was necessary to cross their land in order to lay the pipes for the new waterworks. The Hanleys evidently think that they will completely stop the work. The law, however, provides for just such cases, and hence the condemnation proceedings.

Children Cry FOR FLETCHER'S CASTORIA



Each of the chief organs of the body is a link in the Chain of Life. A chain is no stronger than its weakest link, the body no stronger than its weakest organ. If there is weakness of stomach, liver or lungs, there is a weak link in the chain of life which may snap at any time. Often this "weakness" is caused by lack of nutrition, the result of weakness or disease of the stomach and other organs of digestion and nutrition. Diseases and weaknesses of the stomach and its allied organs are cured by the use of Dr. Pierce's Golden Medical Discovery. When the weak or diseased stomach is cured, diseases of other organs which seem remote from the stomach but which have their origin in a diseased condition of the stomach and other organs of digestion and nutrition, are cured also.

The strong man has a strong stomach. Take the above recommended "Discovery" and you may have a strong stomach and a strong body.

Given away.—Dr. Pierce's Common Sense Medical Adviser, new revised Edition, is sent free on receipt of stamps to pay expense of mailing only. Send 21 one-cent stamps for the book in paper covers, or 31 stamps for the cloth-bound volume. Address Dr. R. W. Pierce, Buffalo, N. Y.

