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SHOT FOR COUGAR

Judge Prigmore of Seattle, Shot by Partner Dies at Bellingham, Wash.

Bellingham, Wash., July 19.—Judge R. W. Prigmore died yesterday on Mount Baker as a result of the accidental wound inflicted by his friend and legal partner, R. H. Evans, while on a hunting expedition.

Judge Prigmore and his partner became separated by a screen of dense underbrush, and Evans, mistaking Prigmore for a cougar, blazed away with his 30-30 rifle, the bullet tearing away his friend's breast.

The first news of the accident was brought to Concrete by the guide who had accompanied Judge Prigmore and Evans on the expedition.

Judge Prigmore and Evans were associated in legal partnership with John B. Hart, with offices in the American Bank building at Seattle. Judge Prigmore was deputy prosecuting attorney of King county under George F. Vanderveer, a position now held by his partner, Evans, under prosecuting attorney John F. Murphy.

WATKINS WIRELESS.

Correspondence to the Post.

W. W. Moses and J. A. Shotwell spent several days in the Donimore country looking over their mining interests.

J. P. Harr is busily engaged in logging for the Penn Mining Co.

James Arnold formerly of this place, but now of Sterling, spent a few days here last week renewing old acquaintances.

Roy Welch and son, and George Irwin of Kelso, Wash. are visiting with the former's brother M. M. Welch.

Harvey Hobson of Jacksonville, who has been working in the wilds of Middle Fork departed for his home recently.

David Dorn is now a resident of Steamboat, where he is doing some contract work on a mining ditch.

The genial merchant of Hutton, Frank Edwards and family have been camping beside a snow bank on the head waters of Joe creek, enjoying cool weather and mountain scenery.

P. F. Swayne is harvesting a very heavy crop of grain hay, but has been much inconvenienced by the scarcity of local labor.

Judge Kelly of Medford made a trip to Watkins in his auto last week. Willie—What is meant by conservation policy, dad?

Dad—It means my son, to preserve the underbrush, until there is a sufficient supply to burn up all the timber. E. W. Anderson of Hutton escorted a party of pleasure-seekers to Cinnibar Springs recently.

This end of the line is beginning to receive its quota of summer campers. We have excellent fishing, and good hunting when the season opens, but whether there will be any shooting, or the savory edors of fried trout, is another question.

A. E. Collings is rusticated at the ditch camp on Whiskey creek.

Fort McKee and Oron Haskins have been fighting fire on Beaver creek.

Put in Printing Plant

Orengo, Or., July 19.—H. V. Meade, formerly in the job printing business at Medford, will soon have a new plant in operation here. An equipment has been ordered and is expected to arrive this week, a new building having been especially built for the purpose. The new plant will be given to the printing of nursery catalogues, literature, stationery, etc., and is assured the business of about 10 companies already, among them being that of the Oregon Nursery company, located here. This will be the only nursery plant on the coast, very nearly all the work formerly being done in the east.—E.C.

THROWN IN RIVER

Grants Pass Man Murdered. Log Chain Tied to Body.

Grants Pass, Ore., July 18.—The discovery was made last evening about 6 o'clock that the body of a man had been found in the Rogue river about one hundred yards above the city park on the south side of the river. The body was found by Geybert Harvey and other boys while bathing in the river. The body was later brought ashore and identified as that of John E. York. He has a three quarter inch rope around the body, about the feet, and also a heavy logging chain, fifteen feet long around the neck. The boys were attracted by the sight of a foot sticking out of the water.

York was probably murdered last Thursday night, July 16. He came here July 2 from Shaniko, Oregon, where he had been hauling freight. After coming here he was employed

by Schell & Schell for the Warren Construction Company for hauling rock for the street paving. Suspicion has fastened on a man picked up by York near Medford named Halley Wilkes, 28 years old, weight 150, five feet 8 or 9. He had blue eyes, inflamed eyelids, red face, was smooth shaven had dark hair and a reddish cast to his countenance, apparently a drinking man. He had stoop shoulders, wore dark clothes, a dark shirt and a black soft hat.

TO CROSS OCEAN

In a 50-foot Launch is Feat of Five New York Men.

New York, July 17.—Five men in the 50 foot launch Romania, have started on the first trans-ocean trip of a craft dependent alone on gasoline for motive power.

Captain John Wetter, who has crossed the pond more times than he has fingers and toes, is commanding the vessel; Antan Madora is pilot; Robert Meyer, engineer; William P. Small and Henry Struckmeyer make up the crew.

The Romania will skirt the coast of St. Johns, stopping at several points and then strike straight across the Atlantic for Ireland. It is expected the trip will be made in less than two weeks. The launch is equipped with a 37 horsepower engine and carries 1500 gallons of gasoline. She is stocked with provisions for two months.

Installation of Officers.

After the close of the regular meeting last Tuesday evening the following officers were installed by Mrs. Nettie Thompson.

Past Master Artisan Mrs. Pauline Hines, Master Artisan, Oscar Dunford, Superintendent, Mrs. M. E. Abbott, Inspector, Mrs. M. Taylor, Secretary, Mrs. Nettie Thompson, Treasurer, C. D. Abbott, Senior Conductor, Nellie McIntyre, Junior Conductor, Sidney Abbott, Master of Ceremonies, Harry Lewis, Warden, Chas. Thompson.

At the close of the installation, the lodge members and a few invited guests, among them Dr. and Mrs. Golden and Mr. and Mrs. S. C. Whittington, were invited to the home of B. M. Collins to a lawn social. The committee furnishing ice cream and cake, spiced with some of the latest vocal music. Everyone present pronounced it a success.

PORTLAND LETTER

Oregon Products to Be Exhibited in East. Colonist Rates Sept. 15 to Oct. 15. Oregon's Climate is a Great Asset.

Portland, Or., July 20 (Special)—Willamette Valley counties will combine to make splendid exhibits at the State Fair at Salem and later the Quits, vegetables, grains and grasses grown on Oregon soil will be sent east to be exhibited at five of the largest land shows in the country next fall, at a meeting at Albany during the past week, representatives from Linn, Benton, Marion, Polk and Lane counties agreed to the program and Yamhill county will join in the plan also. The Willamette Valley exhibit will be shown at New York, Omaha, Chicago, Knoxville and St. Paul.

The Hill interests will spend \$25,000,000 in extensions and betterment to the properties in this state, according to advices received from the east. This sum will be made available for more mileage, aiding in the development of the whole state. The United Railways and the Oregon Electric will be extended and other feeder lines of the North Bank road, the backbone of the Hill system in the northwest, will be pushed.

The State Land Board has finished a trip through the Lakeview region, inspecting lands there under state control, and upon their return members of the Board expressed themselves as enthusiastic over the future prospects of that section of the state. In fact they were surprised that any public land remains in that part of Oregon.

Mining men, capitalists and bankers of the southern part of the state have formed the Southern Oregon Mining Bureau, which shall gather and disseminate all entire information on Oregon mines. Men who have the confidence of the public have charge of the organization, which will publish a book telling of the state's mineral resources for the guidance of investors.

Colonist rates to Oregon will again be in effect this fall, from September 15 to October 15, on a basis of \$25 from St. Paul and the Missouri River to any point in this state, or \$33 from Chicago. Railroad traffic officials expect there will be a heavy movement to the Pacific Slope this fall, for there is a heavy inquiry about the rates.

The Commercial Club of Vancouver, Wash., has the right idea. It will foster closer business relations between the business men of that city and the farmers throughout the county. Frequent visits to each part of the county will be made by the city men and every possible assistance will be given those of the outlying country. Co-operation in building roads and other matters of mutual benefit will be the result of this policy.

Oregon has a climate that is a great asset but this fact is not generally recognized here at home. It was impressed during the past week, however, when the national convention of Christian churches was in session here. R. A. Long, millionaire lumberman of Kansas City, who pledged a gift of \$1,000,000 to carry on the work of the church, said the Portland convention was the best in the history of the organization, and was due to the favorable weather which made it comfortable for the delegates at all times, so that the sessions were not fatiguing nor were the speakers tired and dull, as is so often the case when the conventions are held in eastern cities in midsummer.

TO BUILD ROADS

Without any Bond Issue is the Plan Proposed by Some Enthusiasts

The following is part of an article appearing in the Medford Mail Tribune, Monday. As the county warrants are selling at a discount now, the wisdom of the plan is doubtful.

"A way to build a good road system of highways in Jackson county without a bond issue—which is impossible without a special session of the legislature to pass needed laws—is believed to have been found, attorneys for the county court having advised

it to the effect that the people can at a general or special election, author-

ize the incurring of indebtedness for building highways, which indebtedness would be in the form of warrants to any amount which warrants, being legalized, could find a ready sale in outside money markets. Afterwards, when the bond statutes have been enacted, these warrants could be redeemed with bonds, if desired.

Such was the announcement made by County Commissioner Geo. L. Davis in a talk made Saturday evening to the Medford visitors at Prospect. He stated that the several attorneys he had consulted held that the constitutional amendment adopted last fall reading that "debts for permanent roads shall be incurred only on approval of a majority of those voting on the question" would permit the county court to call an election and submit the question of incurring such indebtedness to a vote of the people, and that such indebtedness being approved by a majority of those voting, no question as to the legality or validity of the warrants issued in payment could be raised.

Mr. Davis pledged his support to such a movement, and stated that he would do all in his power to submit the question speedily to the people. Attorney Evan Renmes is now at work preparing a written opinion upon the subject for guidance of the county court.

County Judge Neil stated that he was in favor of spending a large sum for permanent highways and would certainly do his share in submitting the proposition to the people speedily.

County Commissioner Owens stated that he favored submitting the question to the people and if a majority voted for incurring the indebtedness, he would most certainly work to give the people what they wanted. He believes thoroughly in good roads, but did not want to plunge the county into debt on his own responsibility without being authorized by the people."

A LARGE BRIDGE

In Course of Construction at San Pedro Harbor, Calif.

Work on one of the largest single span uplift bridges ever to be constructed has been started by the Southern Pacific Company in San Pedro harbor, California. The length of the bridge is 187 and one half feet. The bridge will carry a double track and will be operated by electric power, capable of lifting the ponderous mass of steel in fifty seconds, affording a clear channel of 185 feet for the passage of boat traffic.

The new bridge is what is known as the Strauss trunnion type, differing from the Bascule bridge of the Salt Lake Railroad, also at San Pedro, in that the latter is lifted on a rocker, while the Southern Pacific bridge will be lifted on a tall pin or hinge. It is also to be double tracked. A latch operated by a motor will hold the bridge in place when it is down. This new bridge will replace the present Southern Pacific and Pacific Electric trestle bridges.

The Southern Pacific Company made application to the War Department a year ago for permission to build this bridge, which was granted on the first of December, last, on condition that the structure would be completed within a year. The Southern Pacific engineers have been working all these months in making tests for pier foundations and studying the various designs of bridges. Test wells bored to a depth of 100 feet found nothing more solid in the harbor bed than sand. Three cofferdams are now being constructed. They will be bound with concrete and sunk to a depth of forty-four feet after which piers will be driven to a depth of eighty feet.

Following the construction of these cofferdams the water will be pumped out and the interior concreted and reinforced. Upon the base thus formed the concrete piers will be erected to a height of ten feet above low water mark, the superstructure to be built upon these piers.

The largest of the piers will be 22 x 55 feet and will enclose 185 piles. Thirty-five hundred yards of concrete will compose the three piers. The King Bridge Company of Cleveland is building the structure from designs furnished by the Strauss Bascule Bridge Company. The parts will soon be shipped to San Pedro and installation will probably begin about the first part of September. The work is being done entirely by the Engineering Department of the Southern Pacific Company.

MINERS NOTICE—Notice of Location both Quartz and Placer, for sale at this office, JACKSONVILLE POST.

THE ASHLAND ROAD

Is Completed. Bad Stretches in Medford, Phoenix, Talent and Ashland.

The completion of the county road from Medford to Ashland marks a forward step in the betterment of the highways.

With the construction of the asphalt macadam road from Medford to Central Point underway, and sixteen of three miles of road along "Millionaire Highway" and sixteen miles of road now completed in the Prospect and Derby district, there is abundant cause for congratulation among good road enthusiasts.

But it is one thing to build a good road and another to keep it up. It is one thing to have good county roads and another thing to have poor city roads.

The road just completed to Ashland, for example, has about a mile and a half which in the rainy season would make the highway practically impassable. These stretches belong to Medford, Phoenix, Talent and Ashland.

It has been announced that Ashland has already taken action to improve its portion of the county highway.

Medford, Phoenix and Talent should do the same.

A road like a chain is no stronger than its weakest link.

The thousands of dollars that have been spent by the county, on the Ashland road, are little better than thrown away when there are three stretches in the highway which are in bad condition.—Sun.

Agriculture as a Science

Washington, D. C., July 18, 1911.—Hail to the tiller of the soil. He has won the respect of the world. Perhaps you have noticed that it isn't so common to deride his occupation as it used to be before Uncle Sam discovered it to be a science. Now young men are flocking to the agricultural schools and colleges and many of them are graduating into professorships, or into positions as experts with the government. One of the latter has just returned to Washington after spending two months in Spain and Sicily investigating lemon growing. He is G. Harold Powell, whose work for the Department of Agriculture in the investigation of causes of fruit decay in cold storage and in transit attracted such wide attention. The citrus fruit growers of California held his talents in such esteem that they tried to get him to go out there. When they got up to an offer of \$10,000 a year salary he succumbed, and he is now secretary and manager of the Citrus Protective League of California, a model business organization of agriculturists, which has been fighting for a tariff on lemons that will permit the industry to survive. Having secured that tariff, the organization is now combating the organized campaign of the Sicilian importers to have it reduced. The latter have raised a big fund to influence public opinion to this country and to effect legislation.

ANSWERS EVERY CALL

Jacksonville People Have Found That This is True.

A cold, a strain, a sudden wrench, a little cause may hurt the kidneys. Spells of backache often follow. Or some irregularity of the urine. A certain remedy for such attacks, a medicine that answers every call, in Doan's Kidney Pills, a true specific.

Thousands of people rely upon it. Here is one case:

M. Powell, 263 Oak St., Ashland, Or., says: "I suffered a great deal from kidney trouble and backache and sometimes I could hardly get around. On arising in the morning, I was stiff and lame and the kidney secretions annoyed me by their irregularity in passage. As soon as I commenced taking Doan's Kidney Pills, I improved and I am now in good health. I still use Doan's Kidney Pills occasionally however, but more as a preventive than anything else. I always insist upon Doan's Kidney Pills, for no substitute could be as effective as they."

For sale by all dealers. Price 50 cents. Foster-McBurn Co., Buffalo, New York, sole agents for the United States.

Remember the name—Doan's—and take no other.

CAMPING and PICNIC PARTIES

We wish to call your attention to our fine line of lunch goods of every description

Special Attention Given to Campers

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