



# Jacksonville Post



VOL. VII.

JACKSONVILLE, JACKSON COUNTY, OREGON, JULY 19, 1913

NO. 11

## FOREST NOTES

### From Forest Service, U. S. Department of Agriculture.

France has spent \$35,000,000 in planting trees on the watersheds of important streams.

According to the Canadian forestry association 50 per cent of Canada is capable of growing nothing but timber crops.

Ammonia bombs are being tried out on some of the national forests for the purpose of extinguishing forest fires. They are said to have worked well in the case of brush fires where the fire-fighters find difficulty in getting near enough to the burning area to beat out the flames. Each bomb exploded will extinguish a fire in a circle of about five yards in diameter.

The Western Pacific Railway has instructed its engineers to report fires along the right-of-way where it traverses the Plumas national forest, California. The location of fires is indicated on a card dropped by the engineer or fireman to the next section crew met after the fire is discovered. It is then the duty of part of the section crew to go back on handcars or speeders and put out the blaze.

More persons make use of the national forests in Utah than in any other state. Nearly 27 per cent of all the permits for sheep and cattle grazing on the forests are taken out in this state. This does not mean, however, that Utah carries one-fourth of all the national forest cattle and sheep; it happened that many small grazing interests make use of the forests there and individual flocks and herds are larger elsewhere.

### Buncom Reports.

Ansel Gilson was in town last week. John Centrall was in the city Tuesday.

Lewis Ulrich and wife passed by Buncom Sunday.

Frank Preston and wife were in Medford recently.

Dave and Ernest Dorn were in Medford last week.

Mr. and Mrs. Lawrence Brown and daughter of Jacksonville called at J. Goldsby Sunday.

John Dunnington is working for A. S. Kleinhammer.

Mrs. W. L. Barzee was the guest of Mrs. W. R. Garret Tuesday.

Lee Saltmarsh and Clarence Buck celebrated in Medford the 4th.

Charlie Pursell and Will Loudon have

returned from Klamath falls.

Bessie Lewis of upper Applegate was visiting her sister Mrs. Fred Copple this week.

Newt Lewis was at the court house last week.

Grandpa Loudon is very sick at this writing we are sorry to say.

William Gray who has been at the Hospital for several months has returned to Buncom.

J. D. Lemmon, G. R. Forman and M. E. Forman stayed at J. Goldsby's Sunday night.

J. F. Crump was in town Tuesday.

Mr. and Mrs. Butterfield of Medford are camping on Little Applegate.

Frank Robison, Charlie Garrett and Byron Johnson started for Rogge river today to spend a week.

BORN—July 16, 1913, to Mr. and Mrs. William Loudon a son.

L. W. Moffett of Burklely Idaho was through here last week representing International Conservatory of Music.

### Debenger Gap.

By Norman Gage.

George Lynch of Elk creek, accompanied by his daughter Miss Verdie made a business trip to Medford and Central Point last Tuesday. Mr. Lynch returned Thursday his daughter remaining with friends Mr. and Mrs. Jesse Richardson and family of Central Point.

John Messino of Dry creek took a load of wood to Medford last Thursday.

Mr. and Mrs. William Jennings and son of Roseburg stayed at the Debenger Gap ranch last night. They were on their way by automobile to Crater Lake and the Klamath county. They had with them a 2,200 pound Belgium horse which they intended to dispose of in the Klamath country.

Messrs Bacon and Gleason, editors and publishers of the Central Point Herald spent Sunday out on Rogge river and with friends at the Debenger Gap ranch.

Monroe Gordon of Beagle and daughter Miss Ollie were in Central Point last Saturday, Miss Gordon having some dental work done while in town.

### A Good Investment.

W. D. Magli, a well known merchant of Whitewater, Wis., bought a stock of Chamberlain's medicines so as to be able to supply them to his customers. After receiving them he was himself taken sick and says that one small bottle of Chamberlain's Colic, Cholera and Diarrhoea Remedy was worth more to him than the cost of his entire stock of these medicines. For sale by all dealers.—Advertisement.

## DROWNED IN ALASKA.

### Ed Day Well-known Resident of This City Meets Death In Waters of North.

A telegram was received here Saturday night announcing the death of Edward Day, by drowning near Wrangel, Alaska. The telegram which was brief, does not give any particulars beyond the simple statement that the body of Mr. Day had been found in the water and that life was extinct when found. The unfortunate man was the son of the late Judge Day of this city and was well known to many of our readers. He went north early in this year to take charge of a cannery near Wrangel, belonging to the Hanleys of Medford and it is thought while engaged in the duties of the position met his death.

He was aged about 38 years and is survived by his mother, Mrs. M. E. Day, and a sister, Mrs. O. N. Nelson, both residing in this city.

### Say Peterson Stole Harness

A warrant for the arrest of John Doe Peterson was issued out of Justice Taylor's court Wednesday morning, charging Peterson with the crime of larceny by bailment.

Early this week Peterson represented to the Medford Harness company that he had just bought an interest in the West Side Livery stable and upon these representations secured under a lease contract a set of double harness of the value of \$50.

Yesterday evening the harness company discovered that Peterson had shipped out a carload of horses, together with the harness, and was en route to Washington. A warrant was issued for his arrest and the authorities along the route of the shipment wired to take Peterson in custody.—Mail Tribune.

### Order Dogs Chained.

Salem, Ore., July 16.—The state livestock sanitary board on account of the prevalence of hydrophobia, today issued an order directing that all dogs in the western part of Multnomah county and in the northwestern part of Clackamas county must be kept chained or muzzled. This order applied to the outside of the incorporated cities.

State Veterinarian Lytle announced that many cases of rabies had been found in this section.

## BOND PETITION REJECTED

### By County Court. New Petition to be Prepared.

The County Court on Monday rejected the petition of the Medford Commercial club asking for the calling of a special election to vote on the proposed issue of \$700,000 road bonds, but it is stated that the Court will favor a petition asking for an issue of \$500,000 worth of bonds to mature at intervals instead of at the end of thirty years as proposed.

As the call for an election must specify the road or roads to be improved by the proceeds of the bonds voted for and as the court favored the improvement of but one road; the main highway from Josephine County line to California estimated to cost some \$500,000 it was thought best to limit the bond issue to that amount.

## OFFICE OF PUBLIC ROADS

### Talk on The Repair and Maintenance of Earth Roads

If you look at the ordinary country road after a shower you will see small puddles along the wheel ruts and sometimes larger pools. This water stays on the road surface because it cannot drain away into the side ditches. If you look closely you will see side ditches which have grown up with bushes and weeds in many cases, and which are so far from the traveled part of the road that the rain water does not drain into them. That part of the roadway where the wagons travel is called the traveled way. To prevent water from standing on the traveled way the road should be raised in the center and should slope gently into broad shallow ditches. It is then said to have a crown. If it is 10 feet from the center of the road to the side ditch the surface at the side ditch should be at least 10 inches lower than it is at the center where the horses travel. The road then has a 10-inch crown. The rain that falls on a road properly crowned will run quickly to the side and not soak into the surface or form pools. The side ditches for surface water should run parallel to the right of way, and should be open at every low point so that the water can run out of them into neighboring brooks or streams. If the ditches merely collect the water from the road surface and it cannot run away, large pools will be formed along the roadside, which will gradually soak into the soil beneath the road and make it so soft that the wheels of wagons will cut through the road surface and soon destroy it.

Sometimes water runs from land along the road into the road and forms a little stream down the wheel tracks or in the middle where the horses travel. When driveways into farm yards are built across the side ditches they frequently form channels for water from the farm yard to run into the road. The pipes under driveways become filled with leaves or rubbish and the water can no longer run away. If the driveways that stop the ditch water were rebuilt so that no pipes were necessary and the ditch could be left open, much trouble from surface water would be stopped.

Sometimes a road runs across low ground or through a swamp where the road cannot be drained by side ditches alone. If the road were built higher like a railroad embankment across such low land and made with a crown, it would be dry and hard. Sometimes a road passes through what is called a cut. This is a place where the earth has been dug out so that the road can go over a hill without being too steep. The water which always flows quietly under the ground on hill sides is known as ground water. In road cuts such water sometimes makes the road very muddy, and the road then needs builders call underdrainage. A good kind of underdrainage is a trench to go along under the side drain about 3 feet deep and a foot and a half wide. In this trench a pipe is laid near the bottom and covered with loose stones no bigger than an egg. When the trench is completely filled with loose stones the ground water, instead of soaking into the roadway, will stop among the stones and flow down the hill through the pipe.

To keep a road smooth and crowned the best method is to drag it with a road drag. A road drag is made easily with two halves of a log which has been split. The log should be about 9 or 8 inches in thickness and about 6 or 8 feet long. The two halves of the log are set 3 feet apart with the smooth

faces forward and upright. They are then fastened together with braces set in holes bored through the log. A pair of horses may be used to drag the road and are hitched to a chain fastened to the front half of the log. The road drag should move forward so that it slants across the road in such a way that a small amount of earth will slide past the smooth face of the log toward the center of the road, thus forming the crown. The edges of the logs will smooth out the ruts. The best way to drag is to begin at the side ditch and go up one side of the road, and then down the other. In the next trip the drag should be started a little nearer the center and the last trip over the road the drag may work close to the center itself. Small ridges of earth will be thrown in the horse track and smeared by the round side of the log smoothly over the road. The smearing of the earth by the drag is called "puddling" and it tends to make the surface of the road smooth and watertight after the sun comes out. The road is always dragged after it has rained and not when it is dry. A good, strong pair of horses with a well-built drag can drag about 3 or 4 miles of road in a day, and it is the best way to maintain good roads. In every county some farmer along each 4 miles of road should own a drag and drag the road when it rains. He would always find the road in good condition when he goes to market.

Owing to the fact that many rural schools were closed at the time when the prize maintenance essay was announced by Director Logan Waller Page of the Office of Public Roads, it has been decided to extend the limit for receiving the essays to October 15, 1913. In addition to the gold medal given as first prize, two silver medals will be given as second and third prizes. If a child who has submitted one essay previous to the issue of this notice should care to try again, he is at liberty to do so, but he must be a pupil of a rural school. There is some misunderstanding in regard to the subject of the essay. The idea is to set the children thinking how to better their earth roads with the material they have at hand.—From Dept. of Agriculture, Washington, D. C.

## Oregon Sidelights.

A pleasing feature in the Fourth of July parade at Hillsboro was the squad of veterans of the Civil war, with J. C. Lamku, ex-confederate, at the head of the column as color bearer.

A comparison highly favorable to Oregon is made by the Sheridan Sun, which draws the deadly parallel between oak wood at Sheridan at \$3.50 a cord and cottonwood in South Dakota at \$18 a cord.

Speaking of the weather, the Dalles Itemizer says: "While having such a hot time with the tariff and weather we are willing to wager that George and Harry oftentimes sigh for the cool Oregon breeze."

If Hubbard should get the sweater factory it would mean steady employment for 15 girls or women and 10 boys or men, all the year around at good wages, according to the Hubbard correspondent of the Woodburn Independent.

At a recent "houseraising" in Crook county, reported by the Powell Butte correspondent of the Prineville Journal, democratic simplicity and pioneer austerity were sternly exemplified in the serving of pineapple sherbet to the brawny builders.

Hood River News: Everyone in Hood River is rejoicing that the muddy streets of the past are substantially down and out for all the future. The paving of the streets has been one of the "big" propositions. We believe the council has acted conscientiously in the matter. In any event "good-bye, mud."

Malheur Mining News: Thomas A. Barton has an American flag, size 7x10, which he says is the first flag used in Malheur county. It was used for a long time as the court house flag in Vale, until the janitor began driving tacks in it. The flag was originally used by James Fell, a former sheriff of Malheur county.

Heroic resignation is breathed by the editor of the Lebanon Tribune in his writup of Lebanon's Fourth of July, which follows: "Lebanon was exceedingly quiet on the Fourth. Everyone who had a means of conveyance went to Foster, Salem, Scio and other points. Many went on trains to Albany, Springfield, Corvallis and other points and a few of us who had neither rigs nor money, stayed at home."—Journal

Money to loan on improved, revenue producing farms, by the Bank of Jacksonville. Adv.

## MARKET DEPRESSED

### Oil Stocks Weak. Canadian Pacific Drops.

New York, July 17.—The situation in Mexico had a depressing effect on trading in stocks today. Most of the leaders were down fractionally at the opening. The oil stocks were particularly weak, as a result, it was said of the calling in of loans. Mexican Petroleum dropped three points, California Petroleum common 2½ and the preferred three. After the first rush of selling a better tone developed, and by noon most of the losses had been recovered. Canadian Pacific was sold heavily by European interests and lost about 1½. Union Pacific, American Locomotive and United States Steel rose one.

Bonds were steady. The market closed dull.

### The San Diego Fair.

Every preparation possible is being made at San Diego to afford this state every chance to exhibit its resources in the most striking way. The Exposition has reserved a fine site, one of the best at the Exposition and our commissioners have looked it over and pronounced it good. We must begin work on this site soon in order that we may have the very finest result when the Exposition opens.

On the Exposition grounds devoted to the man exhibit buildings there are now hundreds of men erecting buildings, planting trees and vines and doing everything possible to make of these grounds the finest possible Exposition setting ever seen. The Irrigation Congress has ordered its head officers to get busy and assemble there the best exhibit of the methods of irrigation possible to assemble. Oregon as a great governmental project has a peculiar and most prominent interest in this exhibit.

We can not advertise ourselves by staying at home. People who live in this state know what we have and what we can do. It is to the strangers who visit exhibitions and who visit land shows, who travel and who are looking for new homes that we must make our appeal. When a chance is offered us to get before so many thousand at so little expense as that afforded by the San Diego Exposition we should take.

The funds at our disposal should be spent for building and gathering exhibits. More than half will probably be spent right here at home. It is, therefore, foolish to make a fuss about spending our state money "for the good of California". It will not be so spent.

Neither exposition will profit one cent by our participation, the very nature of the State's participation is such that none of the money goes to the exposition companies. True we must buy some building material if no home companies will give it; but it is entirely possible to take every stick and store for our building from home to both exhibitions and to erect our buildings from our own materials. In this case our only expense will be for labor at either place. There are plenty of big firms manufacturing building material right here that can furnish what is needed for these buildings and never feel the donation. That would leave most of our money for exhibits and maintenance.

At San Diego we can keep our state building just as long as it will stand up if the state will make appropriation to maintain it in repair and the citizens of the state will keep the exhibit up.

This means that for years to come we will have a permanent exhibit calling attention to our fine opportunities, in a great seaport where every month will be landed hundreds of thrifty, sober and industrious immigrants, all desirable citizens other states are glad to have. This alone is worth the money. Oregonians who have visited San Diego unite in declaring that our greatest opportunity is there. We should take advantage of it at once.

### Mining at Gold Hill

A 20 ton mill is being erected at the Nellie Wright mine, in the Gold Hill district. It will be driven by electric power. The ore is worth from \$9 to \$18 per ton. The Blossom mine, in the same district, is opening well. The Cinnabar has been opened by two adults, driven to depths of 320 and 180 ft., respectively. Drifts from these have opened a large orebody, assaying high in mercury. The property is being examined by two engineers. After an illness of 30 years the old Alice mine, on Kanes creek, is being worked.

We Still Have  
Some Good  
Bargains in  
SHOES  
\$3 Shoes for 50c.  
U rich Brothers  
Leading Merchants  
Jacksonville - - - Oregon