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PORTLAND LETTER

Plan to Boost the Pacific Northwest in 1915. April 25 Set Aside as "Good Roads Day."

Portland, Ore., April 14, (Special)—During the past week representatives of the four great railroads traversing this territory joined with the commercial organizations of Portland, Spokane, Tacoma and Seattle in the preparation of plans for properly presenting the numerous attractions of the Pacific Northwest to the tourists who will next year make a pilgrimage to the exposition at San Francisco. Another conference will be held in about two weeks at which time the details of some co-operative scheme will be worked out. It is probable that a tourist bureau will be established at some central point in the Middle West from which efforts will be made to induce tourists to purchase tickets over lines serving the Northwest states. The expenses of such a bureau will be borne jointly by the railroads and the commercial clubs.

April 25 has been set aside as "Good Roads Day" in Oregon and on that date it is expected that not less than 2,000 husky men from the Portland Ad Club and similar organizations will don overalls, arm themselves with pick and shovel, grab their trusty dinnerpail and go forth to do a more or less serious day's work on the roads. The O. W. R. & N. Ry. will run a train of flat cars to various points on the Columbia River Highway and the gas company and various contracting firms will loan tools. Governor West and the county road official will be present to see that the amateur laborers do no loafing on the job. All other parts of the state are expected to fall in line and aggregate result should be many miles of well improved roads.

At a recent meeting of the Manufacturer's Association of Oregon, strong resolutions were adopted favoring common point rates for Astoria. The discrimination against Astoria and in favor of the Puget Sound and other Coast cities, has been a serious handicap not only to the development of Astoria but to the entire Columbia River Basin. It is believed that the granting of terminal rates to Astoria will be of great benefit to the entire state of Oregon.

"Commercial Clubs in Oregon are getting busy," said Tom Richardson after a visit to numerous points throughout the state. "Salem is a notable example of community union.

There is no discord at the Capital City, the entire citizenship is a chorus in its Commercial Club work. Recently the Club has almost doubled in membership and is planning many new undertakings for the benefit of the surrounding territory as well as for the welfare of the city. The Cherry Fair, especially, is to be made bigger and better than ever."

At Eugene, M. J. Duryea has been elected Commercial Club secretary for another year. He is devoted to his work and Eugene appreciates him. Judd Fish has retired from the secretaryship at The Dalles and his place will be filled by E. R. Hill, an experienced man.

Fossil is happy over a most successful two months Commercial Club experience.

Fire Prevention Day

Superintendent Wells has mailed a circular to teachers calling attention to "Fire Prevention Day" April 18, designated by Governor West, and asking that suitable instruction be given along the following lines.

- 1 The danger and destructiveness of fire
- 2 How fires usually start
- 3 How to prevent fires
- 4 How to extinguish fires
 - (a) In your own clothes
 - (b) In the clothes of others
 - (c) A beginning fire in a building
 - (d) A beginning fire in a forest
- 5 The importance of fire drills in schools of fifty or more pupils.

The Superintendent also calls attention to April 25, which has been set aside as "Good Roads Day," and suggests that proper instruction along this line be given throughout the week preceding.

He also advises that pupils do some practical work on the roads, even if it be nothing more than throwing the rocks and sticks out of the road between the school and their homes.

Homesteads.

There are some very good homesteads now open for settlement in eastern Oregon. Good rich soil, some timber and does not require irrigation. Write York B. Conway, Portland, Oregon.

Three years a U. S. Surveyor and timberman. Send \$1.50 for large map and full instructions and information by which you can locate yourself on an exceptionally good free homestead near small town and railroad.

WANTED—Forty or fifty young pigs, weaned. H. K. Hanna, Jacksonville

FOREST LANDS

Are Put to Many Uses. 15000 Special Permits in Force.

Almost every conceivable use to which land may be put is represented in the permits reported by the forest service for special projects on the national forests. Some of the uses shown range, alphabetically, from apiary through brickyard, cannery, cemetery, church, cranberry marsh, fox ranch, marine railway, rifle range, and turpentine still, to wharf and whaling station.

There are 15,000 permits in force for such special uses, which are distributed geographically from Alaska to the Mexican line, and east to Florida. This figure does not include any of the 27,000 permits in force for grazing cattle and sheep on the forests; nor the 6,000 transactions for the sale of timber, and the more than 38,000 permits issued last year for the free use of timber by settlers, miners, and others in developing their homesteads and claims; nor the nearly 300 permits for water power development.

California led all the national forest states in the number of these special use permits, followed by Arizona, Colorado, Montana, and New Mexico, in the order named. The largest single class of permits was for special pastures, or corrals, to be used for lambing grounds, shearing pens, and the like. Next came rights of way for conduits, ditches, and flumes, practically all of these being free. Various agricultural permits come third, telephone lines fourth with more than a thousand permits for 6,500 miles of line, and drift fences for the control of grazing animals, fifth. In both of these latter classes, too, practically all of the permits are free. Reservoirs for which more than 600 free permits were issued for the occupation of more than 100,000 acres come sixth. The rest of the uses are not classified though there are a large number of apiaries, camps, summer hotels, and schools. The use of the government's lands for schools is given free; for hotels a charge is made.

The principal which governs the charge is based, according to the forest service, on whether or not the use of the land is sought by the permittee for a commercial purpose. If it is the intent of the user to make money from a resource which belongs to the whole people, the service holds that he should give a reasonable return for that use. If, on the other hand, farmers want to use government land for their own telephone lines, irrigation works, and schools, the government gives them that use without cost.

COUNTRY EDITOR IN PANAMA

Strange Lands and People Meet on Voyage to the Isthmus as Recorded by the Editor of a Weekly Newspaper.

SHIPS AT SEA

King Solomon may or may not have been the original paragrapher, but let that as it may be credited with a few good ones—some excellent. He even had that rare quality, exercised by few, of admitting that there were things he could not understand, and among them the ways of a ship at sea.

Solomon has been dead these many years but his perplexities in this regard still obtain.

The way of a four funnel twin screw is just as mysterious today as were those of the ancient barques which the men of Tyre guided over the Aegean sea in Solomon's time.

But if we don't understand the way of a ship we can at least grasp the why of a ship. This ship of ours is going to sea because way to the south of us men are tearing into the spine of a continent and they need more supplies to assist in the final operation. In removing the vertebrae of a hemisphere many accessories are required, and it is by the ships of the sea that these are supplied. This ship of ours is loaded with provisions and supplies for the army of 40,000 who have labored long and well at Panama.

Stored away below the hatches are thousands of tons of freight, some for Panama and some for the island peoples of the tropics. Whisked from the dock by the spidery arms of the steam winch and dropped below as gently as eggs in a basket go the boxes and bales and endless array of packages, till one wonders where they manage to store them. This ship of ours, while staunch and true and ably manned, is by no means a large ship as ships of today are measured but it is nevertheless some baby of the seas; holding below her hatches about the same tonnage as contained in a loaded freight train one hundred cars in length.

The part of the cargo which interested me most was the cold storage department where the food was kept for the table. I inquired of the Captain whether he was sure he had enough to last and he said he thought so. Two days later I sent him word by my bedroom steward that he might as well throw it overboard as I wouldn't need it. He sent back that I was doing very well in lightening cargo and he thought he could carry the rest.

The most interesting part of a boat's cargo is the human cargo. As we journey towards Panama those who follow this series will find if they find interest at all, that it pays to get acquainted with the passengers as well as the places along the route, and I will take this opportunity to look over the passenger list. There are several booked for "the cruise," that is, from New York to New York, sticking to the boat and landing as occasion permits. The points they visit will be Santiago, Cuba; Kingston, Jamaica; Colon, Port Limon, Costa Rica, back to Colon and home via Kingston, where a cargo of fruit is taken on. Among the cruisers we find an editor of one of New York's large dailies, accompanied by his wife and daughter. A party from Massachusetts, among them a young lady from Lynn, who entered a contest to win. She won it you bet, and caught in her net, the hearts of all of the men.

Bound for Cuba was a traveling man from Boston and a young Englishman who was locating on a large sugar plantation. For Kingston a couple of young men from from Pittsburg, on sightseeing bent, and a couple of tired business men from Springfield, Mass., on a rest excursion, which they took playing golf under a tropic sun, 100 proof. Also for Kingston was Hamburg-American marine engineer whose special hobby was the construction of dry docks, and a mechanical engineer from Omaha, whose mission was the construction of an immense starch plant in the north part of the island. This particular starch is derived from the cassava plant. It is a new industry for the island and an experiment. The starch is used in the calico and cotton print industry, and the starch hitherto employed comes entirely from the island of Java. I was interested to know that I had traveled a thousand miles to learn of a new industry fostered by American dollars, furnished

by a man who lives in my own home county in New York state.

This ship's company which was to be thrown together into a little community of close confinement for a month, soon began to make acquaintance. As Bill often remarked: "a voyage is just what you make it," and Bill was some busy little boy in the 'makings.'

Of course a ship's company of this nature is bound to have its "buttinski" but ours arrived on the return trip. He was homeward bound from a three years tour in South America and he had a picture of everything below the equator. He had sudden impulses. Given a thought he immediately was seized with a desire to express it. Were we in a group in the interesting part of a story, along comes South America. "Listen to this in Buenos Aires I saw the finest capitol in the world. I got a picture of it." Were we talking taxicabs he would seized the conversation. "You ought to see the taxicabs in Rio. They are robbers. I says to me woi! 'pipe the meter, pipe the meter and every time they would rob us.' Newspapers were mentioned. He knew the newspaper game better than any man on the boat. Turning to a man he bluntly inquired: "What's your business?" And the man replied quietly: "I am the editor of the New York Sun." For a whole moment he was silent, but only for a moment. Later in the day Miner remarked: "I don't dare mention the crucifixion for fear South America has been there and got a photograph."

But we got along with South America and had about as much fun out of him as he did with us.

But I am ahead of the boat. We left Sandy Hook light and sailed out into the unknown on a Saturday at 5:15 p. m., and at noon Sunday we were 190 miles on our way. We took the Captain's word for it, for truth to tell some of us were not so much interested in the distance traveled as in distance yet to come. The weather was rough and the water rougher.

There are some things about a sea voyage which might be overlooked, and these things usually happen on the first or second day out. I might as well be frank in the matter and say at once that to me things happened on both the first and second day. And I was out something besides days.

To the son of the soil who expects to find a floor under him when he shakes off the dews of slumber, there is something uncanny in stepping out onto a floor which may or may not be there. When you gain your equilibrium you discover that you are loosing and gaining weight so fast that you haven't time to figure whether you are above or below par. When you are waked skyward just at the turning point you weigh about as much as a thought and when you sink, sink, (oh the horror of that work sink) you weigh about a ton more or less. But before you have a chance to carry weight, up you go again and possibly something else. Its a toss whether you go back to bed or crawl on deck, its a toss anyway. But that sinking motion is the worst. Every time the floor sinks, something inside sinks and every time the floor comes up something inside wants to come up too. And the worst of it all is that when you are tired of it the boat has just commenced.

Sea sickness is another puzzler which Solomon might have pondered had he been so disposed. I have talked to ship surgeons, globe trotters, sailors in the forecabin and they all tell the same story. You may go to sea for years and never know the sensation of sea sickness, and then of a sudden comes a time when you get yours good and proper. Again you may have it for a day or two on every voyage, and emerge from the trouble and eat all there is on the ship. Others never overcome it. They have invented swinging rooms suspended on ball bearing which are absolutely as level as a house floor, but the result, so far as curing sea sickness has proven to be an utter failure. But it is only in extreme cases that sea sickness interferes with more than one or two days of the journey, and there is added zest in ones conduct in the presence of food after emerging from the affliction.

And so we will sail on our way into the third day, pausing on the aft deck to watch a passenger shaking his fist at the sea gulls. "Follow, darn yer, but if you expect me to feed you any longer you will starve before you get back to New York."

And right here begins the pleasure of a voyage into the tropics. Unlike a voyage "across" here is a change in every hour's travel.

The most striking change is the change in the color of the water as we pass south. From the sort of jealous gray green of the ocean outside of New

York, the colors softly change to a blue, bluer, bluest. Why this is I do not know, nor have I ever had a satisfactory explanation. It is the same old salt ocean all the way, but it is a different colored ocean in the tropics. The "Blue Caribbean" is all that its name implies. I know of no color exactly likely it. Something of the blue in mother's wash tub only deeper—bluer. Aft, as the screw cuts the water it throws a foamy lace over the blue, forming a combination which no modiste ever produced. Over this deep blue sea is spread a blue canopy of another shade, but just as unrivaled in its beauty. This change comes gradually and only opens in its fullness when below the frost line, but is a gradual softening of the hard lines of the north, and a constant delight to the beholder. And so at sea one finds a new world, peopled by a new people, for the mellowing climate seems to find an echo in the human consciousness, and men and women unfold and form acquaintances, which would take years of time on land. No matter if we forget once we land. It is established that ship acquaintances are for the ship only, but this matters not. We are now on the ship and nearing the tropics where they never worry, and where they live for the day only. "When in the tropics, sit down," says a Bill, dropping in a chair, "and get acquainted," says I, dropping into another.

Let us close this letter at the point where the sea gulls leave off and the flying fish begin, for in all the voyage we are never without winged company. When the gulls leave, the flying fish appear and many other strange sea fowl are noticed. It is farther on that we come to the pelican of whom Swan, the traveling man chanted, "A rare old bird is the pelican. His bill holds more than his belly can. He can fill up his beak, With food for a week, Tho I don't see how the hellican."

We are now in latitude 25—the third morning out and we will soon sight our first land, which happens to be the island of San Salvador the first land of the new continent which Columbus discovered on that Friday morning over four hundred years ago. It is one of the Bahama group and we will reserve it for another week when we will pause on our way to Panama long enough to investigate Coral Isles of America.

Lou D. MacWethy

INDUSTRIAL REVIEW

Manufacturing Enterprises and Improvements Providing Payrolls and Promoting Development of Oregon

(Prepared by the State Bureau of Industries and Statistics.)

The International association of Stonecutters are asking that Oregon granite be used on the new million dollar Portland postoffice.

Voters at Eugene authorize a municipal band, an armory, and the acquiring of Skinner's Butte by the city.

James J. Hill has given \$50,000 to the Christian Church Bible School for a new building at Eugene.

Officials of the Rogue River Public Service corporation have been visiting their plants at Grants Pass and are looking for a 5000 horse power site.

A \$10,000 Episcopal church is to be erected at Oregon City.

Aurora is to have a \$50,000 four-story Masonic temple this year.

The Willamette Pacific Coos Bay line is to have train service to the end of the line in a week.

North Bend and Marshfield are investigating wood block paving.

A life saving station is to be built at Florence on the Siuslaw.

A beautiful high school building has been erected at Stanfield of Baker county state.

The McVoy tub, pail and package Company of Minneapolis are looking for a site for a plant in Oregon.

Municipal securities are all that is selling from Oregon in the east—city, school, court and road bonds.

The \$25000 has been raised for a cannery at Cottage Grove.

A proposition to construct 100 miles of hard surface at a cost of \$750,000 in Lin county, will be submitted to vote.

Corvallis will construct fifty blocks paving this year.

The Eastern Oregon Editorial Assn-

(Continued on page three.)

Baseball Supplies Fishing Tackle

2 1-2 Per Cent Discount for Cash Trade

ULRICH'S

The Pioneer Store

Jacksonville, Ore.