



Jacksonville Post



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INDUSTRIAL REVIEW

Manufacturing Enterprises and Improvements Providing Payrolls and Promoting Development of Oregon

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

A public dock is to be built at Port Orford to cost \$6000.

Corvallis is to have a new Episcopal church.

At the Manufacturers banquet held in Lane County sentiment was unanimous against enactment of any more harassing industrial laws.

A lake Labish drainage scheme is being worked out in Marion county at an expense of \$20,000.

Richland and Newbridge, Baker county are to be supplied with a mountain water system to cost \$50,000.

Astoria will spend \$280,000 this year on a seawall, and fill in fifty blocks of city property for factories and business.

Coos Bay lumber shipments to San Francisco for the last two weeks of April surpassed all others on the coast 8,240,000 feet.

Marshfield city and county officials are planning the construction of a boulevard to the ocean.

The Oregon Power Co., at Eugene is making special rates to induce factories to locate at that city.

A factory at Marshfield has been equipped with machinery to turn out fifty mattresses daily.

Astoria is to get a streetcar line extension of two mile at the hands of the Pacific Power and Light Company.

The Malheur Enterprise says there will be general approval of the members of the legislature who put in their time swatting fool laws.

Judge McGinn holds that a railroad company is not liable for damages done a passenger caused by a wreck in a storm.

Construction of a water system for Coos Bay cities costing \$150,000 will be started at once and to be completed this summer.

A farmers co-operative creamery has been organized at Bend.

The Presbyterians of Astoria have let a contract for a \$5000 church.

It is expected that trains on the Willamette Pacific will run from Eugene to Tidewater this fall.

The O. W. R. & N. is planning ter-

minals at Pendleton, with shops and yards to employ several hundred men.

Astoria and Portland merchants are co-operating to find a market for the product of the new Astoria flouring mills.

Halibut banks of the Tillamook coast are being investigated.

The southern Oregon and northern California Mining Congress will be held at Ashland early in July to revive interest in mining and minimize the evil effects of the Blue Sky laws.

The Lamb mining company is building a big reservoir near Ashland and will irrigate the Sunset orchard of several hundred acres.

North Bend will have a wharf with a quarter of a mile of straight deepwater harbor line.

The Oregon-Idaho Power Co. is developing a 2000 horse power plant on the Snake river opposite Copperfield.

Laws that deprive laborers of employment in Oregon are to be supplemented with laws to create a commission to employ the unemployed.

The Simpson Lumber Co. on Coos Bay expects to employ twice as many men as heretofore.

Mrs. Amelia Brown of Lane County has invented a sanitary cap for milk bottles that a Denver firm offers her fifty thousand for.

The Port of Coos Bay Commission has decided to raise \$300,000 more on a bond issue for deepening the channel.

It is believed by many that the era of fads, fancies and experimentation in politics and business in Oregon has reached its climax.

Forest Notes

Angora goats have been used with profit to keep fire lines clear of inflammable vegetation on national forests in Calif.

Last year the fire loss on the Canadian timber reserve was the smallest ever known, only one-fiftieth of one per cent of the area being burned over.

Zentaro Kawase, professor of forestry at the imperial university of Tokyo, Japan, has been making a tour of the national forests of this country to learn the government's methods of selling timber and of reforestation.

More than 853,000 young trees are being set out this spring on national forests in Utah and southern Idaho, and this season is reported as particularly favorable to their successful growth.

Armstrong lake, within the Bear-tooth national forest, Montana, is said to rival the famed Lake Louise of the Canadian Rockies. It lies at an eleva-

tion of 7,000 feet surrounded by towering mountains. A good road which can be traveled in half a day by automobile connects it with the railroad at Billings. A rustic hotel has recently been completed, and many trails make the surrounding region accessible.

PORTLAND LETTER

Plans Nearly Completed For Rose Festival at Portland. Unique Celebration Planned.

Portland, Ore., May 19, (Special)—In addition to the unusually elaborate arrangements which have been made for welcoming the "Queen of Rosaria," and for the vehicle, industrial and Human Rosebud parades, an event of extraordinary interest and one entirely unique in celebrations of this kind, will be staged during the coming Rose Festival. This will be a light conflagration in which an 8-story factory building occupying an entire city block will be theatrically destroyed by fire. This attractive feature will be in the nature of a drill for the Portland Fire Department and will be produced under the direction of a professional stage manager assisted by a large company of actors who will be scattered throughout the building when the torch is applied.

A general fire alarm will be turned in after the building has been treated with chemicals and other materials to give the proper fire effect and the full equipment of the fire fighting apparatus and the most effective life saving appliances will be brought into play during this spectacle. The structure which is to be "destroyed" is centrally located and it is estimated that fully 250,000 people will be able to see it from near-by points.

Estray

Strayed from my pasture near West Side School on Central Point road, a large Belgian mare, dark chestnut color, one white stocking on hind foot, with white star on forehead. A suitable reward will be paid for her return or information of her whereabouts.

Frank Tisdale
Medford RFD 2
Box 57

Subscribe for the Post.
FOR SALE at a Bargain—House and lot on Oregon street, near City Hall. Must be sold soon. Call on Rogue Realty River Co. Adv.

COUNTRY EDITOR IN PANAMA

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

The Panama Canal

It was early when we arrived at Colon which is the Atlantic entrance to the Panama Canal. As we slipped into the harbor past the giant breakwater which when its mate is completed will form a snug harbor, we could see even in this early light evidence of unusual enterprise for these latitudes. Heretofore in our travels everything had been suggestive of age. The style of architecture, the manner of doing things, whether in harbor or on shore was all suggestive of ancient customs and foreign methods. Here for the first time since leaving New York were seen the diamond sparkle of arc lamps. The city of Colon was lit by gas but further up the canal entrance the city of Gatun showed unmistakably American in the very way they lit their streets.

Colon, at one time the despair of the health department of the canal commission has managed to pull herself together and now presents a fairly decent appearance. Only four feet above sea level the problem of drainage and cleanliness is a serious matter. However ten years of American occupancy has made a wonderful change in the city. The swamps at the back of the city have been filled up and the streets have been cleaned and the whole it is not such a bad place.

I might as well begin at the beginning with the statement that the canal is finished.

No longer is it possible for the returned traveler to say he saw them building the Panama canal. It is completed. All over but the finishing touches and the shouting and the latter will come along about the first of next January when the official opening takes place.

As I looked upon this work of man I was impressed with the thought that this was the end of a great effort. It seemed to me that the great future to which everybody was looking was not the real keynote of the moment.

The completed task represented more to me in thought than all the glorious hopes of the future, now that the thing is possible will take care of itself.

Here was not the glorious dawn of a great commercial awakening but the glorious end of a dream that has haunted the fancy of white men ever since Balboa first peeped over the dividing line 400 years ago.

It is noticeable that while evidences of a prehistoric civilization abound all through this country, from Central America to Peru and that in some matters they were far advanced in the arts and in civilization, the idea of connecting the two great oceans never occurred until the coming of the white men. And with his advent immediately sprung the desire to cross. Balboa, whose untiring perseverance always arouses my admiration, never gave himself rest until he had forced a passage. Not satisfied with this he took three ships apart and forced the natives at no one knows what sacrifice to carry them over the isthmus where he reassembled them and started a merchant marine of his own.

But Balboa was too progressive for his time. Had he lived now he would have made an excellent candidate for the progressive party, but unfortunately for him he arrived too soon. The Spanish governor being more of less of the stand-pat persuasion grew jealous of Balboa and so had him hanged.

Of course Balboa would have passed out early in his career anyway as he was of a temperament which forbade longevity in those times, but I would have liked to see him have his chance, just to see what he would have made of it.

But nevertheless as I looked down in to the muddy depths of the Panama Canal my mind went back over the long list of attempts of hopes and ambitions of one nation after another and it was a source of satisfaction to me that the job was finally completed, and that by the accident of birth I happened to belong to the nation which put on the finishing touches.

Another thing which I wish to put down here at the outset. It is no such a remarkable job of engineering as people suppose. Given three hun-

dred million and suitable conditions and any nation could build the canal. The trouble previously has been this matter of conditions simply did not exist. The climate, the jungle, the perpetual rainfall, the tropical fevers and plagues were more formidable than the mountains. Given a chance to work and it was only a question of time and money when the job would be done. But there was no such chance. Before making the dirt fly it was necessary to make it possible for men to live long enough to get to the dirt.

This was the one feature of the case which it took four hundred years to understand. Instead of making conditions possible for men to exist the popular mistake had been in attempting to make men fit the conditions and they died in the undertaking. The French failed, nor did they realize the cause of failure even when a death list of six hundred out of every thousand stared them in the face. Why back in 1698 the British government sought to plant a colony on the isthmus and they chose a band of Scotchmen for the undertaking. No harder race than the Scotch can be imagined, but they could no more live there than their native vegetation. It was foreign to their natures and they simply died.

The only European race which seemed to thrive in this climate without molesting conditions was the Spaniard. He could stand it and history fails to mention that in the good old days he entered a protest because he couldn't get a room with a bath. And to this day, travelers in the interior of South America where the seed of these early Spanish explorers has multiplied, report the existence of filth unbelievable yet the population seems to thrive unhindered.

And so I say again that the biggest thing about the building of this ditch is not in the building but in making it possible to build. New York state has spent already on its barge canal and good roads, enough to build the Panama Canal. New York city has expended on her subways and tubes and aqueducts enough to build several canals, all in themselves monuments of engineering skill. But this was done under conditions entirely different than those confronting the Panama Canal builders. But listen. When the Commission got through getting ready they had changed conditions. Instead of trying to acclimate the men and burying them before the process was completed, they cleaned up the isthmus and put it in shape so that acclimatization was unnecessary. They filled up the swamps, drained the pools, made it sanitary. Last of all allowing the malaria mosquito to make it unhealthy for the men they made it unhealthy for the mosquito.

In fact they made the conditions fit the work instead of working under old conditions.

And that brings me to another phase of the situation. After completing all this very necessary preliminary work it seems to me it would have been wiser to build a sea level, rather than a lock canal. Men can live on the island now. Once cleaned it is easy to keep it cleaned. Those in a position to know tell me that in Panama and Colon, where the American invasion has enforced sanitary regulations, that the natives themselves take to the new order of things and would not go back if they could. In other words they have imbibed certain standards of living, which, from an innovation have become necessities. Therefore the effect is lasting.

It has been but ten years since the canal project was first put in motion. And yet in that time many things have arisen which could not have been foreseen. One of them is the enormous growth in the shipbuilding industry and the demand for larger and larger ships. At the time when the canal was planned, the largest ships afloat could pass the proposed canal, but since that time both battleships and commercial vessels have increased enormously. Originally it was planned to build the locks 900 feet long by 95 wide but later by executive order the dimensions were enlarged to 1000 by 110. At present our largest battleships with a beam of 97 feet will have barely six feet of room on either side in passing the locks.

Another change is in conditions which govern modern warfare. When the canal was planned and the question of a lock canal was broached we knew comparatively little if anything of aeroplanes. Now we know that one aeroplane with a business like a torpedo could do all the damage necessary to the locks. With all our coast defense and all our battleships, what defense have against the aeroplane? This may never be tested. We may remain at peace with the world and the locks may stand for ages but, nevertheless, the fact remains that the lock type of canal is a weaker link between the waters of two oceans than would be a sea level canal.

Another point. What about earthquake? The locks may stand the shock and again they may not. Concrete has proven to be a comparatively safe material in resisting earth shocks, but concrete in such vast quantities has yet to be tested. What will happen? We can only surmise that if a real old-fashioned earthquake hits the canal zone that things will happen and what it will do to the locks and dams will be plenty.

The original estimates called for two years more time and expenditure of 75,000,000 millions additional to build a sea level canal. Whether in the light of later events more time and money would have been found necessary, or not, is not of importance. We could have found the money and as I have pointed out, the cleaning-up of the isthmus made it possible to live there and accordingly the digging of a sea level canal would be only a matter of extra time.

Concerning health conditions Marshall says: "The canal zone is at the present day more healthful to the white man than many parts of the United States. There has been an absence of the yellow fever during the past nine years and it is safe to say that no epidemic of that disease will ever occur again. Malaria is being rapidly reduced. The general health of the employees both white and colored is better than of the several communities from which they were drawn."

A total of about \$20,000,000 has been spent upon the Canal Zone for sanitation. It is a reasonably healthy place to live but it must be remembered that this condition can only be maintained so long as the stringent methods of health precautions are enforced.

Lou D. MacWethy

BABY CONTEST

To be Held at Medford May 28 and 29.

The mothers of Jacksonville and vicinity are cordially invited to bring their children from six months to three years of age to the baby contest to be held at the Hotel Holland May 28 and 29. The contest will commence at 1:20 p. m.

Five rooms have been engaged to provide comfort and privacy for mothers and children.

It is greatly desired, if possible, that mothers will register babies at the Medford pharmacy on one of the following dates Saturday May 23 Medford May 25, Tuesday May 26, or Wednesday May 27. Hours from 9:30 to 11:30 a. m. and 2:30 to 4:30 p. m. Registering will aid the committee to avoid much delay and confusion at the contest.

Should a large number of babies register those whose names begin from A to L will be judged Thursday and those from M to V on Friday.

SPECIAL HOSIERY OFFER

Guaranteed Wear-Ever Hosiery For Men and Women Ladies Special Offer

For Limited Time Only—Six pair of our finest 35c value ladies' guaranteed hose in black, tan or white colors, for \$1.50 and 10c. for postage, etc.

SPECIAL OFFER FOR MEN

For a limited time only, six pairs of our finest 35c value Guaranteed Wear-Ever color with written guarantee and a pair of our well known Men's Paradise Garters for one dollar, and 10c. for postage, etc.

You know these hose; they stood the test when all others failed. They give real foot comfort. They never become loose and baggy as the shape is knit in, not pressed in. They are Guaranteed for firmness, for style, for superiority of material and workmanship, absolutely stainless and to wear six months without holes, or a new pair free.

Don't delay send in your order before offer expires. Give correct size. WEAR-EVER HOSIERY COMPANY Dayton, Ohio

FOR RENT—The Norling house on Oregon street. \$6.00 per month. Apply to D. W. Bagshaw.

Don't post unsightly, scrawled notices when you can have them neatly printed at this office for a small charge. J. W. Copeland, of Dayton, Ohio, purchased a bottle of Chamberlain's Cough Remedy for his boy who had a cold, and before the bottle was all used the boy's cold was gone. Is that not better than to pay a five dollar doctor's bill? For sale by all dealers.



ULRICH'S

The Pioneer Store

Jacksonville, Ore.