

Plans Large Navy for U. S.

Washington, Oct. 13.—Secretary Daniels is considering a five-year naval program, at the end of which time from 15 to 20 dreadnaughts and battle cruisers, nearly 100 submarines, about 70 destroyers and several scout cruisers and a proportionate number of auxiliaries would be added to the present fleet.

With the 70 submarines already built and building, the total number of undersea craft would total about 170 in five years. The entire program for first year, which would include provision for at least 8000 additional men for the ships would, it is estimated, cost approximately \$248,000,000, or about \$100,000,000 increase over last year.

The contemplated program probably will be laid before President Wilson within a few days by Secretary Daniels. They are agreed that it will be necessary to practically double the present fleet in the next five years in order to be adequately prepared for defense.

Klamath Indian Found Guilty of Cattle Stealing

A jury in the federal court Thursday afternoon returned a verdict of guilty in the case of Elmer Lynch, a Klamath Indian, accused of cattle stealing. A sentence of six months in the Multnomah county jail, without costs, was imposed, after a plea for leniency had been made by Attorney B. F. Mulkey, and a kindly lecture had been administered by the court. Lynch is the father of eight children and heretofore a law-abiding redman.

In the case of David Alexander, accused of bootlegging, the jury returned a verdict of guilty. Alexander is nearly seventy years of age and has often been in the toils of the local police.

The Lynch trial marked the close of the present term of court. Federal Judge Wolverton leaving for Portland this afternoon. The remainder of the officials will leave Friday, the work of paying off jurors being under way this afternoon.

A British Volunteer

By F. A. MITCHEL

Ralph Sackville left London to the plaudits of crowds of people who were viewing his regiment march to the station to be entrained for the coast and thence to Belgium. In six months he returned under very different circumstances. There were no crowds to greet him. Instead of the handkerchiefs waving from the windows and the sounds of martial music many of the blinds were closed, and there was only the rattle of the cab in which he was driven through the streets.

Sackville had lost a foot and ankle and was discharged from the ranks. He had been among the first to respond to his country's call, leaving the service of a bank in which he was employed, to join the colors. His position in the bank was still open to him, but it required him to stand all day paying checks, and he was unable to fill it. Indeed, there were few positions he could fill. The only occupation that occurred to him as suited to his altered condition was that of chauffeur. He was a gentleman without means and shrank from doing menial work, but it was the best he could do, and he hobbled to a garage and secured a position.

One day he was directed to go to a hotel and call for Miss Amelia Duncan, an American young lady traveling with her invalid mother, who was confined to her room under her daughter's care, assisted by a nurse. The daughter needed the air and proposed to drive out every day when the weather admitted. This was not very often, for the sun seldom shines in England. She had called for a reliable chauffeur whom she might use when required.

On this first afternoon that Sackville drove Miss Duncan they became conversed in a street crowded with people who were witnessing the departure of troops for the war. Drums were beating, flags were flying, and the air was filled with cheers.

"Isn't it splendid?" said Miss Duncan, partly to herself and partly to her chauffeur. "If I were a man I could surely go to the war."

"And either leave your bones in Belgium or return minus an arm or a leg or an eye or perhaps all three," replied the chauffeur.

"Well, I never!" exclaimed Miss Duncan in disgust. "Have you no patriotism?"

"I don't believe in a nation relying solely on its best men in case of war. I think every man of proper age should be liable to military duty. These soldiers are all volunteers."

"That's what I like about them," replied Miss Duncan. "Our war between the states was fought by volunteers, her manifest men called."

"And here the heart of the struggle for two years, when those on the north side began to pay the ingrats to enlist. Just before the war closed men were enlisting and de-erting to get the bounty. Do you consider that justice?"

"I don't know anything about that war. I was not born till many years after it had closed. It must be nice to be one of those noble men who volunteered. Don't you think so?"

"No, I don't."

"Then you admit that you belong to the class of ingrats?"

"I don't admit that either. I believe in conscription."

"There's nothing noble in a man going to war because he is obliged to go."

"War is a duty, not something to be avoided. It is a horror. Tell you ever see any man standing in line ready to face death?"

"Every face is serious, solemn. Not a word is spoken. They are like prisoners being a firing squad, only with a prisoner's death is certain, while with them it is probable, or, what is worse, they may expect to be maltreated for life."

"Are they cowards?"

"No; they are men, but when the light is on they cease to be men and become wild beasts."

"It's a shame for you to talk in this way. Instead of sitting comfortably in an auto you should be among those noble fellows marching to war."

"It will not be so fine when they return."

"They will come back victorious with their battle stained banners flying, greeted with the applause they deserve."

"Many of them will never come back. Many will hobble back. If the regiment returns as a unit most of its members will be men who are not marching now. Quite likely they will be conscripts; possibly they will have been paid to go."

By this time the troops had passed and the auto was released. Miss Duncan ordered her chauffeur to drive her to her hotel. She did not like his talk and resolved not to have him drive her again. When she alighted he got down and handed her out. She noticed that he limped.

"What's the matter with your foot?" she asked.

"It's made of wood."

"How did you lose the real one?"

"Fighting in Belgium."

"Oh, how horrible!"

"Then, red as a rose, she stalked into the hotel."

The next day the young lady sent for Sackville to drive her out again, and, after berating him for not telling her that he had been a soldier who fought in Belgium, she told him to drive her to the coast.

After all, he didn't lose so much by leaving his country. He lost a foot, but he gained an American heiress for a wife.

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PHONE 142.

OUR PUBLIC FORUM

II--L. E. Johnson

On Two-Cent Passenger Rates



The farmers of this nation are vitally interested in railroad rates and equity between passenger and freight rates is especially important to the man who follows the plow for the farmer travels very little but he is a heavy contributor to the freight revenues.

Some of the states have a two cent passenger rate and whatever loss is incurred is recovered through freight revenue. The justice of such a procedure was recently passed upon by the Supreme Court of West Virginia and the decision is so far-reaching that we have asked L. E. Johnson, president of the Norfolk and Western Railway whose road contested the case to briefly review the suit. Mr. Johnson said in part:

"Some ten years ago, passenger fares were fixed by the legislatures of a large number of states at two cents a mile. As a basis for such economic legislation, no examination was made of the cost of doing the business so regulated, nor was any attention given to the fact whether such a rate would yield to the railway companies an adequate or any net return upon the capital invested in conducting this class of business.

"Such a law was passed in West Virginia in 1907. The Norfolk and Western Railway Company put the rate into effect and maintained it for two years. Its accounting during these two years showed that two cents a mile per passenger barely paid the out-of-pocket cost and nothing was left to pay any return on capital invested. It sought relief from the courts. Expert accountants for

both the State and the Railway Company testified that the claims of the railroad were sustained by the facts. Two cents did not pay the cost of carrying a passenger a mile. The State, however, contended that the railroad was earning enough surplus on its state freight business to give a fair return upon the capital used in its passenger as well as its freight business. For the purposes of the case, the railroad did not deny this, but held to its contention that the State could not segregate its passenger business for rate fixing without allowing a rate that would be sufficient to pay the cost of doing business and enough to give some return upon the capital invested in doing the business regulated. This was the issue presented to the Supreme Court. Its decision responds to the judgment of the fair-minded sentiment of the country. The Supreme Court says that, even though a railroad earns a surplus on a particular commodity by charging reasonable rates, that affords no reason for compelling it to haul another's person or property for less than cost. The surplus from a reasonable rate properly belongs to the railway company. If the surplus is earned from an unreasonable rate then that rate should be reduced. The State may not even up by requiring the railroad to carry other traffic for nothing or for less than cost.

The decision is a wholesome one and demonstrates that the ordinary rules of fair dealing apply to railway companies. The fact that one makes a surplus on his wheat crop would never be urged as a reason for compelling him to sell his cotton at less than cost. It would not satisfy the man who wanted bread to be told that his high price enabled the cotton manufacturer to get his raw product for less than cost. In this case the court reaffirmed the homely maxim that each tub must stand upon its own bottom."

Unique Bible Character. One of the few men in the Bible who have nothing recorded against them is Joseph of Arimathea. Every one of the evangelists has a good word to say for Joseph. One says he "was an honorable counselor," another that he "was a just man," another that he was "a rich man," another that he was a "secret disciple." Only one of the evangelists speaks of the birth of Christ, but all four of them erect a monument to Joseph of Arimathea. When he became a disciple we are not told. Dr. Andrew Bonar of Scotland says he can just imagine that Nicodemus may have been moved by Joseph of Arimathea to believe in Christ. At all events, Nicodemus didn't come out very boldly himself. He didn't get his discipleship out very clear. They were both members of the sanhedrin, but it is evident that none knew that Joseph was a secret disciple until a certain night.—Christian Herald.

Sunday. The perfect Sunday is thus defined by Judge Alton R. Parker: "Best, quiet, a little prayer, a bit of a sermon, a deal of heartfelt worship, a hearty tightening of family ties, some contemplation of man's duty to God and his neighbor and the citizen's duty to the state and a deed or two of kindness."

Weight Variations. A man weighs less at noon and midnight than at sunrise or sunset at the time of new moon and full moon, owing to the moon's and sun's attraction then acting together. In fact, he is subject to the same force which causes the

Who Discovered the Kangaroo? W. B. Alexander of the Western Australian Museum at Perth, W. A., has recently corrected a popular mistake in the history of natural history. The discovery of the kangaroo family is generally credited to Sir Joseph Banks and is supposed to have occurred during Captain Cook's first voyage in 1770. This date, it appears, is nearly 150 years too late. When the Dutch East India company's ship, the Batavia, under command of Captain Pelsart, was wrecked on the Abrolhos islands in 1622 the survivors encountered among other strange things the Dama wallaby, the first member of the kangaroo family known to Europeans. Captain Pelsart described it as a species of cat about the size of a hare, noted its remarkable hind legs and described in considerable detail its peculiar pouch for the young and the use of it.

An Ancient English Inn. Among the inns that put forward a claim to antiquity place must be found for "Ye Old King James and Ye Tinker" which still "carries on" its business at White Webbs Lane, near Waltham Cross. It claims to have been established well over a thousand years ago and came by its present unique title through King James I. visiting it during a royal hunt in Endfield Chase and meeting with a tinker imbibing his modest cup of malt who desired to see a king. His majesty promised his wish should be granted and took him on his horse to where his nobles were assembled, throwing off his ingenuito at the proper dramatic moment, to the great confusion of the tinker, whose embarrassment was saved by a knighthood and commemorated in a ballad.—Lon-

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Teacher. In the sentence I have just read tongue is a noun. Why? Observe! Popping the Question in Tunis. The famous Tunis marriage mart is held twice a year, in the spring and in the autumn. The Tunisian girls attend by the hundreds, each with her dowry in cloth and jewelry disposed about her person. The "golden girdle of malleen-hood" encircles her waist, and in it is an unshathed dagger. When the dagger is gently removed by a passing gallant and presently returned it means that a proposal has been made. Her Description. Muzgins—Women have such queer ways of expressing themselves! Muzgins—Such as? Muzgins—Well, my wife was telling me about Miss Yellowleaf and said she was a slight to behold and in the very next breath said she wasn't fit to be seen.—Philadelphia Record. The First Step. Young Woman (before milliner's window, to her maid)—That hat is perfectly lovely. I must have it. Marie, be sure to remind me to kiss my husband when I get home. Missed Fire. Patton Ayres I am envious to the general, you know. Miss Innocent—Oh, are you, really? My brother is in the military too.—Boston Transcript. The Outlook. New Boarder—How's the fare here? Old Boarder—Well, we have chicken every morning. "That's first rate. How is it served?" "In the shell."

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