

JACKSONVILLE POST

Official Paper of the City of Jacksonville, Oregon

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COURT HOUSE

Items of Interest to Jackson County

Tax Payers

CIRCUIT COURT

Oscar Berg vs R. R. Public Service Corporation. Order.

Central Point State Bank vs George Butz. Order overruling demurrer.

Blanche Sweet vs Martin Marshall et ux. Order overruling demurrer.

Anna L. Pierce vs City of Medford. Reply filed.

E. A. Cripps vs Wm. C. Murphy. Order of default. Judgment. Cost bill.

E. A. Cripps vs J. C. Barnes. Judgment. Cost bill.

C. M. Thomas et al vs Southern Pacific et al. Motion and affidavit. Order granting motion.

J. R. Garrett Co. vs C. F. Pendleton et al. Default. Decree. Cost bill.

Cora B. Olsen vs B. F. Seaton et al. Order for publication of summons.

H. J. Heinroth vs C. R. Heinroth. Order dismissing cause.

Ray Moore vs R. R. Public Service Corporation. Order.

Starvatic. That Would be Fatal.

There has been much loose talk about starvation as a means of ending the war. Thus there has been the German outcry about the starvation of the German people through the British blockade—something which the German press officials, equally with every other intelligent observer of war, know to be an absolute impossibility. More to the point is the talk about starvation in munitions of war and through lack of the enormous capital necessary to carry it on. If one could sit just now at the meetings of the general staff of the German army, however, they would find that among these gentlemen there looms up large and threatening, the danger of starvation in men. Including Russia, the allies can put from one and one-half to two men in the line against every one by the Central Powers. When the thousand-mile front of the latter becomes too thinly held, it will be broken and the end of the war will be in sight.—Scientific American

Electric Sparks

(From Off Our Wireless)

European diplo-macy nearly always proved to be full of blowholes.

To sustain and soothe the country the Government has just reported a bumper crop of Thanksgiving Turkeys.

Doubtless Col. Roosevelt can always run fast enough to catch up with the Republican party when he wants to return to it.

All that Mr. Bryan has to make his peace plans practicable is the millennium.

It would be even more interesting to see a Kansas farmer try to kiss Col. Roosevelt.

Admiral von Tirpitz is at the head of the Lusitania and the Arabic remain among the missing.

Doctors are not the only people to be sickened by some of the kissing on the moving picture screens.

What a fine opportunity the oil pirates of the Atlantic have had in waiting for these modern gold-laden ships.

One can hardly blame the natives for liking the United States better than Mexico. Home is nothing like this.

England is shipping so much gold to this country that Uncle Sam may have to go out and hire a night watchman.

If our revolutionaries were to see the Mexican revolutionaries they would have a good deal to say about it.

This country would not only be taken entirely to pieces by a German Sunday paper but also by the invention of the moving picture.

Three weeks' training for an officer may help a great deal, but it recalls the story of the farmer who got a job in the city in a law office, where he studied law. In about a week he was back home, and one of his friends said: "Well Jim, how'd ye like the law?" "I don't keer for it," said Jim, "I'm sorry I learned it."

Germany has "H" suits, but Uncle Sam's submarines have only reached the "M" stage. Let the "Z's" be cannon fodder so that so that they may keep ahead of all the nations.

THEY WANT TO HELP GROWER

Auction Companies Wish to Co-Operate WOULD AID SHIPPERS

By Arthur M. Geary

The series of illustrated lectures that I am giving in the different fruit growing sections of the Northwest represent an united effort upon the part of thirteen fruit auction companies, located in large Eastern cities, to co-operate with the shipping agencies in developing an adequate marketing system for the increasing volume of apples being raised in the Pacific Northwest.

To be successful the auctions must be supplied systematically with large quantities of first-class fruit. The trade must be drawn to the auctions to get their regular supplies. The buyers must not have the opinion that the fruit offered is of inferior quality and that the public sales are used only as a dumping ground.

Mutual Understanding Wanted.

As the fruit grower in the long run is the determining factor in deciding what method shall be used in marketing his fruit, the auction companies want to reach a basis of mutual understanding with him. In the first place, the grower must utterly discredit the stories that interested parties have spread through the Northwest concerning auctions being crooked. If there is any dishonesty practiced by an auction company, it is known at once and that company had just as well go out of business immediately. Every move of the auctioneer and of the buyers is made in full view of the agents of the growers. The auction companies will not sell a box of fruit unless the growers' representatives are in the salesroom.

The charge that auction companies are dishonest is a challenge to the intelligence of the officials of the California Fruit Growers' Exchange, who market fully 50,000 cars of oranges and lemons through the auction companies each year and to the California Fruit Distributors, who marketed a number of thousand cars of delicious fruits at auction during last year; as well as to the independent shippers of California and the Florida Citrus Exchange, who use the auctions exclusively in the large Eastern cities.

Combinations Are Impossible.

I have asked representatives of Florida and California auctions who are dealing exclusively through the auction companies in many of the large cities of the United States as to whether they feared combinations among the buyers or unfair treatment from the auctioneers. The answers were that the nature of the auctioneers' business in the fruit markets, where they face the same buyers and sell for the same agents day after day, is such that only honest men can stay in the business. They said that if combinations should form among the buyers, they would detect them in a minute and would withdraw the fruit from the sale at once.

The keen competition among the different races as well as among the individual dealers in the fruit markets of the large cities make effective combinations impossible. The broker for the pack cart merchant sits alongside of the buyer for such fancy fruiterers as Park and Tilford, or Hicks, and shortly of New York. With two or three hundred such buyers, combinations are out of the question.

Systematic Supply Needed.

Once the growers understand and appreciate the value of the auction system, the next step will be for the shipping agencies to choose several auction markets and supply them systematically with large quantities of first-class fruit along with the poorer grades. The fancy fruit will establish a scale of prices that will have an uplifting influence upon the prices of the poor grades. The F.O.B. jobbers will no longer then, be able to cite auction prices to all them in bearing down upon the market.

The auctions reach hundreds of dealers who now do not buy apples. Investigation will show that only a few large packing jobbers in each city figure in the F.O.B. buying of apples, the smaller jobbers, if they desire to sell in apples must buy them from the large jobbers. The box apple business of the Northwest has reached such proportions that new outlets must be opened. The growers of the Northwest face the same situation that the California and Florida shippers considered a number of years ago.

An Old Man in a New Turn

D. B. Miller, Cleveland representative of the Pacific States Fruit Growers Association, has been in the Northwest for some time and he has been very busy. He has been about 30 per cent. of the time in the Northwest, and he has been very busy. He has been about 30 per cent. of the time in the Northwest, and he has been very busy.

The Sun Has Crossed The Line

and its mellow rays and the gentle breezes again whisper

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KNOW THY COUNTRY

II—Railroads

In discussing the commercial achievements of this great age, we shall approach the subject as the historian chronicling events. This series will endeavor to record in writing the supremacy of American men and industries in the world's affairs and perpetuate an appreciation of our marvelous industrial achievements by presenting simple facts, figures and comparisons that are overpowering in their convictions.

America holds her proud place among the nations of the earth today on account of her supremacy in transportation facilities. The mighty minds of the age are engaged in the problems of transportation, and the greatest men in the history of the world's commerce are at the head of the transportation systems of the United States.

In the discussion of transportation, let us consider separately our Railways, Telegraph and Telephone, Express, Public Highways, Steamships, Street Railways, Interurban and other forms of transportation, and this article will deal with railways.

The United States has the largest mileage, the best service, the cheapest rates, pays labor the highest wages, and we have the most efficiently managed of the railways of the world. They stand as a monument to the native genius of our marvelous builders, and most of the railroads in foreign countries have been built under American orders.

The railroads represent a larger investment of capital than any other branch of human activity. The mileage in the United States exceeds

(the accepted distance from the earth to the moon. We had in 1911, the last year in which figures for all countries are available, on the earth's surface, 639,981 miles of railway divided as follows: United States 241,199, Europe 207,432 and other countries 191,350. The United States has 28 per cent of the world's mileage, seven per cent of the estimated population and about five per cent of the area. The total capital invested in the railways of the world is \$50,000,000,000, divided as follows: United States \$13,000,000,000 Europe \$25,650,000,000 and other countries \$11,350,000,000. Reduced to a mileage basis the capitalization is as follows: The world \$78,000, United States \$54,000, Europe \$124,000, and other countries \$59,000.

A comparison of rates is equally as interesting and the United States takes the lead in economy and service. The average rate per ton per hundred mile haul is as follows: United States 76c, Great Britain 25.5c, France \$1.44, Germany \$1.44, Russia 92c, Austria-Hungary \$1.30, Italy \$2.30 and Switzerland \$2.52.

The average yearly pay of all railroad employes in the principal countries is as follows: United States \$757, Germany \$392, Italy \$345, Austria \$322, Great Britain \$279, France \$260 and Russia \$204.

About 30 per cent, or 188,000 miles, of the railways of the world are government owned. About half the railway mileage of Europe is government owned.

A comparison of the economy, in time and money and the convenience in travel, will be made in a later article.

One solution of the Mexican problem might be for the United States to permit Mexico to build a railway to deliver at the border his rice, sugar and beans.

Standing where the shells fly right and left, has its advantages so long as they continue the performance.

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