

ONE FARMER SAVES \$540 IN ONE YEAR

H. West, of Scappoose, Tells What Good Roads Mean to Him.

H. West, farmer and dairyman, living near Scappoose, is an enthusiastic supporter of the road bond bill that will be before the voters for their approval at the special election June 4. He is for the road bonds because the value of good roads has been demonstrated to him conclusively. Through the construction of a macadam road by which he is enabled to send milk and cream to market by auto truck, Mr. West last year saved \$540.

"Before the macadam road was built," according to Mr. West, "I had to haul my milk and cream by team to Scappoose. But now an auto truck calls at my home daily, delivers my dairy products in the Portland market and on the return trip brings groceries and other supplies right to my door. Due entirely to the macadam road, my saving last year in marketing the products of my dairy alone was \$540. This estimate does not include the saving that has attended the marketing of my farm products and the delivery of freight and other supplies at my home."

"By hard-surfacing this macadam road, my savings due to improved roads will be even greater for with the completed road the cost of operating auto trucks will be further reduced. Yes, I am enthusiastically in favor of the road bond bill."

OPPOSITION TO ROAD BONDS IS REMOVED

"When it is explained that the expense of providing the crushed rock base on the roads to be hard-surfaced will be borne by the state and not required of the counties, opposition to the road bond bill is largely removed," says Winnie Braden, of Dallas, Secretary-Treasurer of Polk County Better Roads Association. "It has been my experience that it is only necessary to acquaint the individual opponent of the road bond measure with the provisions of the bill to make him a convert to the good roads movement. The people of Polk County uniformly with other progressive people of the state want good roads. All that is demanded by them is the assurance that the funds to be raised by the proposed bond issue will be applied economically in the construction of the greatest possible mileage of serviceable roads of a permanent and enduring character."

"With this assurance and the further guarantee that ample funds are provided in the increased automobile license, which will have to be paid anyway, to meet both interest and principal of the bonds, the voters of my section of the state are more strongly favoring the road bill."

CENTRAL OREGON WILL BE VISITED

Beginning Monday, May 21, Highway Commissioner Thompson will make a two weeks' tour of Central Oregon, delivering a number of addresses in support of the road bond bill. Mr. Thompson will be accompanied on this trip by Representative Ritner, of Umatilla County, and James Stewart, member of the Grange, of Wheeler County.

Their itinerary follows:
May 21—Afternoon at Madras; evening at Redmond.
May 22—Night meeting at Prineville.
May 23—Night meeting at Bend.
May 24—Night meeting at Burns.
May 25—Night meeting at Lakeview.
May 26—Night meeting at Klamath Falls.
May 28—Afternoon at Crescent; evening at La Pine.
May 29 and 30—On the road.
May 31—Night meeting at Fossil.
June 1—Afternoon at Mayville; night meeting at Condon.
June 2—Afternoon and night meetings at Heppner.

Among the false statements circulated by opponents of the \$6,000,000 road bond bill is one to the effect that the burden of paying for the bonds will be saddled upon the taxpayers of the state. The fact is that under the quarter-mile state road tax, which is in effect and has been for the last four years, the taxpayer assessed for \$1000 will pay 25 cents a year. In the 25 years the bonds are to run the total amount the taxpayer will contribute under this tax will be \$6.25 and its payment will be distributed over a period of 25 years. Besides, this tax is already provided by statute and must be paid regardless of whether the road bonds are voted at the special election June 4th. The revenue from the increased automobile license will be more than sufficient to pay both interest and principal on the road bonds. The direct taxes of the individual taxpayer, therefore, will not be increased if the road bonds are voted.

No additional burdens will be imposed on any taxpayer by reason of the passage of the good roads bond issue. And if good roads, quicker communication, safer transportation, better traveling facilities, and reduction in cost of moving the products of farm, field, and orchard mean anything to the progress and prosperity of the state, the passage of the good roads bond issue will be to the advantage of every man, woman and child in Oregon.—The Spectator (Portland).

A FINAL WORD ON ROAD BOND BILL

Provides Immediate Construction of Permanent Highways Without Increasing Taxes.

Much has been said in opposition to the good roads bond bill that has no bearing whatever on the measure and which could be designed only to poison and prejudice the voters against it. That being the case, the following pertinent facts are submitted for the information and thoughtful consideration of the impartial voter on the eve of the special election June 4th:

This road bond bill proposes the issuance of \$6,000,000 twenty-five year four per cent bonds for the construction of a system of state-wide hard-surfaced highways. The roads to be improved are designated in the bill and include the main-traveled roads throughout the state.

Adequate revenue has been provided by statute for paying both interest and principal and retire the bonds at maturity without increasing taxes. The money derived from the increased automobile license and the existing quarter-mile state road tax will pay the interest and retire the bonds and leave a substantial balance for the construction of other roads not enumerated in the bond bill.

The increased automobile license and the state road tax are provided by statutes now in effect and will have to be paid regardless of whether or not the road bonds are voted at the special election June 4th.

The automobile owner is willing to pay the increased license. All that he asks is that the license money, which has to be paid anyway, be expended in constructing the roads proposed in the bond bill. The automobile owner will provide all of the money necessary to meet the interest charges and retire the bonds. He fails to see why there should be any opposition to the expenditure of the money so provided in the construction of good roads, in view of the fact that it is his money that will pay for the improvements.

All of the money raised from the bonds will be expended under the direction of the State Highway Commission, appointed by Governor Withycombe. The Commission has announced that in expending the fund all sections of the state will be considered impartially. A dollar's worth of road construction for every dollar expended is guaranteed by the Commissioners, who have declared that they will purchase one or more paving plants and lay paving unless satisfactory bids are submitted by paving contractors. Ordinary common-sense business principles will also govern the Commissioners in their work of road building. Scarcity of labor and the reasonableness of war-time prices for materials will determine the time for inaugurating work and the scope of actual road construction. Road building will not be undertaken by the Commission unless conditions are favorable.

Approval of the road bond bill June 4th will be an endorsement of a plan that insures for the state the construction of a system of hard-surfaced roads with funds already provided by law and without increasing other taxes.

Vote 314 X YES and help "Pull Oregon Out of the Mud."

PROVIDES GOOD ROADS WHERE MOST NEEDED

I am for the road bond issue because I believe it will give us Oregon good roads and at places where we have not good roads now, and where we need them most. There is only one plan before us by which we may obtain some really good and serviceable roads and that is the present scheme of permitting the state to sell \$6,000,000 in four per cent serial bonds to be redeemed both in principal and interest by the revenue derived from a state tax on automobiles. If we do not adopt this plan we of Oregon will continue as we have already continued too long, with poorly drained, wretchedly located and miserably surfaced roads, impassable in winter and impractical and expensive at all times.—Rufus C. Holman, President of State Association of County Judges and County Commissioners.

WHAT GOOD ROADS MEAN TO MOTORISTS

Every motorist has observed how his car accelerates when he goes from an unimproved road to a stretch of hard-surfaced; but he may not realize how large a saving of power and gasoline that acceleration represents. If he were to travel over a hard even surface habitually instead of over the average country road, his gasoline bill would be greatly reduced. A motorist in Mississippi has figured out that hard-surfaced roads in his community save him \$30 per year in the gasoline consumed by a single car.

In the face of these facts, is there any possible reason why every automobile owner should not vote for the \$6,000,000 good roads bond bill?

Poor roads are very expensive things for country communities. The farmer who thinks that improved highways are mainly for the benefit of those who drive automobiles should reflect on the result of a recent investigation by the Department of Agriculture, which finds that the cost of hauling farm produce over ordinary country roads is 23 cents a ton, whereas over hard-surfaced roads it is only 13 cents.—Fact and Comment in Youth's Companion, May 10, 1917.

COMMISSION WILL BUY PAVING PLANTS

Unless Reasonable Bids Are Submitted, State Will Do Work Itself.

Paving plants will be purchased by the state highway commission. If satisfactory bids for laying pavement are not received from contractors the commission will thus be prepared to undertake paving work itself by force account.

Bids for all types of standard pavement are to be invited under open and fair competition.

The type of pavement to be selected in each individual case is to be determined by cost and local conditions.

For work done by contract good and sufficient guarantees of workmanship, material and durability will be exacted from contractors.

During the existence of war conditions no construction will be undertaken which will withdraw labor from agriculture and other needed industry.

The above is an outline of the general policy which is to be followed by the state highway commission in matters pertaining to the construction of state roads.

GOOD ROADS POINTERS

"Better Roads Will Build Your Business Bigger" is the catchy good roads slogan coined by C. W. Walls, merchant and enthusiastic good roads booster of Fossil, Wheeler County.

Alternate stretches of improved roads and mud holes do not get the farmer or automobile owner anywhere. They need a continuous highway just as a locomotive needs a continuous track. Systems of hard-surfaced highways are the efficient and economical plan.

Vote 314 X YES and get some permanent improved roads in Oregon.

In connection with the road bond discussion it is noted that the state highway commission at its last meeting instructed its engineer to collect data relative to the cost of paving plants with a view of being independent of paving contractors. It is also noted that the commission has practically decided to lay a section of cement concrete on the road near Sheridan.

Are you aware that in the past ten years approximately \$40,000,000 has been spent in the state of Oregon on roads, principally patch work, a load of gravel here and one there? In view of this expenditure what about a bond issue of \$6,000,000 for permanent roads? Some people will not believe these figures, but secure them for yourselves. The figures can be secured from different state and county officials.—Brownsville Times.

To bring about an expediency of the good road condition for use in the time of the nation's need it seems best to accept the proposed bond issue, because of the conflicting political interests that seem to have been able to be foisted upon the unwitting, yet honest voters of Oregon through the initiative. The six per cent tax limitation forbids Oregon ever getting adequate and passable roads in the next two centuries, unless the issue is taken up from another angle.—Burns News.

The time has come for Oregon to make a start in the direction of permanent state highway construction. Washington, north of us, will spend \$6,500,000 in the next two years; it is proposed that Oregon spend \$6,000,000 in five years; California, south of us, has authorized \$15,000,000 to be spent in the next two years and about as much more will be spent by the counties of California. Indications are that conservative people are awakening to the need of getting away from the mud and dust and expense of poorly built and maintained means of communication.—More Observer.

Under the tax limitation law there can be only 6 per cent increase in taxes annually. As that increase will probably be made by the tax levying bodies whether any extensive road building is done or not, the voters should certainly decide in favor of good roads. There need be no fear of additional state bond issues, either, unless the people of the state want them as such bonds can only be issued after the matter has been approved by popular vote. The present tax rate, with the annual 6 per cent increase, will provide the state with an excellent system of roads in a few years. Since the taxes must be paid anyway, let's have good roads.—Roseburg Review.

"Considering the condition of the roads the past few days," says the Burns Tribune, "it is not likely that the people of Harney County will vote against the \$6,000,000 bond issue or any other measure that has for its purpose the building of permanent highways which would be passable the entire year. In this country where the ground is practically level permanent highways could be built at a nominal cost. Under the present laws of the state there is no reason why the roads should be in an impassable condition. If this country is to progress and develop it must have roads over which teams and autos may pass not only certain portions of the year but at all times."

Legal Advertisements.

Notice of Sheriff's Sale

By virtue of an execution in foreclosure and order of sale, duly issued out of and under the seal of the Circuit Court for the State of Oregon for Jackson County, to me directed and dated on the 24th day of April, 1917, in a certain suit therein, wherein J. H. Neustadt as Plaintiff recovered judgment and decree against Sterling Carr and Jane Doe Carr, his wife, the given name of said Jane Doe Carr being to the Plaintiff unknown, and Jessie Bryan and John S. Bryan, her husband, and Florida Cook and John S. Cook, her husband, and John S. Cook, Jr., and Sterling Carr, as executor and Jessie Bryan and Florida Cook, Executrices of the estate of Florida N. Carr, deceased, defendants, for the sum of \$11,723.00 with interest thereon at the rate of 7% per annum from March 1, 1917, and \$1000 attorney's fees and \$35.00 costs of suit and accruing costs, which judgment was enrolled and docketed in the Clerk's office of said Court in said County on the 18th day of April 1917;

Notice is hereby given that, pursuant to the terms of said execution, I will on the 29th day of May, 1917, at 10 o'clock A. M. at the front door of the Courthouse in Jacksonville, Oregon offer for sale and will sell at public auction for cash to the highest bidder, to satisfy said judgment, together with the costs of this sale, subject to redemption as provided by law, all of the right, title and interest that the above named defendants, or any of them, jointly or individually, had on the 6th of May, 1914, or have since acquired or now have in and to the following described real property situated in Jackson County, Oregon to-wit:

The East half (1/2) of the Southwest quarter (1/4) of the Southeast quarter (1/4) of Section Five (5) of Township Thirty-seven (37) South, of Range One (1) West of the Willamette Meridian.

The Northwest quarter (1/4) of the Southeast quarter (1/4) of Section Five (5), Township Thirty-seven (37) South of Range One (1) West of the Willamette Meridian;

Also the right of way for a private wagon road through, over, across and along the following described premises, to-wit:

Commencing at the Southwest corner of the East half of the Southeast quarter of the aforesaid Section Five (5) and running thence north on the west line of the East half of the Southeast quarter of said section eighty-two (82) rods, and thence east two (2) rods; thence south eighty-two (82) rods, and thence west Two (2) rods to the place of beginning; upon the condition however, that the said grantee shall at all times when using said right of way securely close and fasten and keep closed and fastened all gates at both and each of the ends of said right of way. Dated this 25th day of April, 1917.

RALPH G. JENNINGS, Sheriff of Jackson County, Oregon, By LESLIE W. STANSELL, Deputy.

Summons.

IN THE CIRCUIT COURT OF THE STATE OF OREGON IN AND FOR JACKSON COUNTY.

L. R. Kline, Plaintiff, vs. C. F. Cook, Defendant.

Action to recover money.

To C. F. Cook, the above named defendant:

IN THE NAME OF THE STATE OF OREGON, you are hereby notified and required to appear and answer the plaintiff's complaint against you now on file in the above entitled court and cause on or before the last day of the time prescribed in the order for the publication of summons herein, to-wit: on or before the 25th day of June, 1917, said date being the expiration of six weeks from the date of the first publication of this summons.

And if you fail to appear and answer for want thereof the plaintiff will apply to the court for the relief demanded in said complaint, succinctly stated as follows: That the plaintiff have judgment against you for the full sum of \$1,321.33, together with interest thereon at the rate of 6% per annum from the 16th day of September, 1912, and for the costs and disbursements of this action to be taxed, including \$200.00 reasonable attorney's fees.

And you are hereby further notified that a writ of attachment has issued herein whereby the right, title and interest of the defendant in and to certain real property has been attached and is now held under such attachment.

This summons is published in the Jacksonville Post by order of the Honorable F. M. Calkins, Judge of the above entitled court, which said order was made and entered of record on the 11th day of May, 1917, and in compliance therewith the date of the first publication hereof is the 12th day of May, 1917.

W. E. PHIPPS, Attorney for Plaintiff.

Notice for Publication

DEPARTMENT OF THE INTERIOR, U. S. Land Office at Roseburg, Oregon, May 11, 1917.

NOTICE is hereby given that Milton Doan, of Jacksonville, Oregon, who, on July 11, 1910, made Homestead Entry, Serial No. 06387, for the S1/4 of SE1/4 of Section 18, Township 39 S, Range 2 W., Willamette Meridian, has filed notice of intention to make Final Five-year Proof, to establish claim to the land above described, before F. Roy Davis, U. S. Commissioner, at his office, at Medford, Oregon, on the 25th day of June, 1917.

Claimant names as witnesses: Arthur Kleinhammer, of Jacksonville, Oregon, Sam McConathy, of Jacksonville, Oregon, A. Gilson, of Jacksonville, Oregon, Joe Goldsby, of Jacksonville, Oregon.

W. H. CANON, Register.

Notice For Publication

DEPARTMENT OF THE INTERIOR, U. S. Land Office at Roseburg, Oregon, April 26, 1917.

NOTICE is hereby given that George E. Pitts, of Jacksonville, Oregon, who, on April 16, 1910, made Homestead Entry, Serial, No. 06101, for the SE1/4 of Section 26, Township 38 S, Range 4 W., Willamette Meridian, has filed notice of intention to make Final Five-year Proof, to establish claim to the land above described, before F. Roy Davis, U. S. Commissioner, at his office, at Medford, Oregon, on the 5th day of June, 1917.

Claimant names as witnesses: Clay A. Walker, of Medford, Oregon, John Matney, of Applegate, Oregon, M. L. Baldwin, of Applegate, Oregon, J. W. Fryer, of Applegate, Oregon.

W. H. CANON, Register.

Notice Of Final Account

In the matter of the estate of Charles P. Cottrell, Deceased.

Notice is hereby given that the undersigned, Administrator of the estate of Charles P. Cottrell, Deceased, has filed in the County Court of Oregon, for Jackson County, his final account in said estate; and that Saturday the 9th day of June, 1917, at the hour of ten o'clock A. M. has been appointed by said court, as the time when the court will, at its court rooms in the city of Jacksonville, in said county, hear all objections to said account, and to the settlement of said estate, if any there be.

Dated at Jacksonville, Oregon, May 3, 1917.

W. W. COTTRELL, Administrator.

Notice For Publication.

DEPARTMENT OF THE INTERIOR, U. S. Land Office at Roseburg, Oregon, April 27, 1917.

NOTICE is hereby given that Peter Ensele, of Jacksonville, Oregon, who, on September 18, 1911, made Homestead Entry, Serial, No. 06315, for the SE1/4 of NW1/4 of Section 31, Township 37 S, Range 2 W., Willamette Meridian, has filed notice of intention to make Final Five-year Proof, to establish claim to the land above described, before F. Roy Davis, U. S. Commissioner, at his office, at Medford, Oregon, on the 6th day of June, 1917.

Claimant names as witnesses: Charles Beery, of Jacksonville, Oregon, John H. Hueners, of Jacksonville, Oregon, John F. Miller, of Jacksonville, Oregon, George H. Luy, of Jacksonville, Oregon.

W. H. CANON, Register.

Making a Garden.

Agriculture is neatly as old as man, and since it began it is probable that farmers have been studying out balanced rations for domestic animals, but even yet few housekeepers have any real scientific ideas on feeding the family. Your state agricultural college or the department of agriculture, Washington, can help you out in this, and you should take the matter into consideration in making your garden and see to it that your vegetables include the most nutritious and health giving properties. Every farmer knows that when a horse works all day he should receive certain feed and when he is idle—in rainy weather, for instance—he gets different rations. How about you or your child? Do you know how to set your table to get the maximum results and keep perfect health? Do you serve the same food to the men working in the heat of the harvest field, to the boy going to school and to the babies? Your garden should contribute to the health and happiness of each.—Reclamation Record.

Or Supervised Hokeyey. "I see they are going to teach swimming in the public schools." "Happy days. Spittball throwing will be legitimate before they get through."—Kansas City Journal.

But That's Real Money. Promoter (at end of glowing description of new scheme)—There's millions in it! Cautious Investor—And yet you want my paltry \$500.—Boston Transcript.

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MEDFORD, OREGON.

Change in Southern Pacific Time Table.

Effective Nov. 13, 1916.

NORTH BOUND TRAINS.

14 Portland Passenger.....8:20 A.M.

16 Oregon Express.....6:20 P.M.

12 Shasta Limited2:18 A.M.

SOUTH BOUND TRAINS.

15 California Express10:50 P.M.

13 San Francisco Express...9:05 A.M.

11 Shasta Limited.....3:20 A.M.

17 Ashland Passenger4:35 P.M.