

GOOD ROADS POINTERS

A vote for the road bond bill will be a vote for a state-wide system of good roads without increasing direct taxes. Don't forget this when you vote June 4th.

Whether the road bonds are voted or not the auto license and the millage tax will have to be paid just the same. Where would there be any economy in voting them down?—*Medford Register.*

Those who argue against obtaining outside money through the six million bond issue are working against the improvement of the by-roads or laterals which they claim to champion.—*Pendleton East Oregonian.*

"This is the greatest measure ever contemplated by the state of Oregon," said Governor Withycombe, discussing the \$6,000,000 road bond bill at the state-wide good roads rally in Portland. "It means more to the state than any measure in its history, because the one thing we need is highways in Oregon."

Industrial preparedness, military preparedness, economic insurance and common horse sense rise up to slap the contrary Mr. Spence's statements in the face. The bond issue is practical, IS necessary, IS without tax obligation, DOES make the auto owner bear ALL the burden and SHOULD carry.—*Astoria Astorian.*

Eighty per cent of the automobiles in Oregon are owned by persons living in the cities, and not one cent of the proposed \$6,000,000 bond issue is to be used on roads in cities. All the money goes on county roads, and as only 20 per cent of the auto license will be paid by those living in the country, that means that the auto owners living in incorporated cities will pay \$4,800,000 of the \$6,000,000 bond issue.—*Tillamook Headlight.*

It is time for us to get out of the mud. We need and must have good roads. They will add to the wealth, thrift and happiness of our people and our state. This measure (\$6,000,000 road bond bill) does not add one farthing to our taxes; it simply capitalizes waste. No sane man or woman should offer a single word of opposition to this movement.—*Governor Withycombe at state-wide good roads rally in Portland.*

Six years ago the people of California voted \$18,000,000 bonds for good roads. The measure received only a small majority. Last November they voted an additional \$15,000,000 of bonds for further road work. The vote at the second election was 4 to 1 for the bonds. There's a reason. Californians were satisfied with their first investment. Road construction in California has yielded satisfactory dividends to the people of that state.

The State Highway Commission has adopted the following policy with regard to road surveys:

Whenever any County shall make application to the Commission setting forth a desire to do construction work on post roads, forest roads or any other state highway within its limits, the Commission will authorize a definite location survey establishing grades and alignments. The expense of such surveys will be paid for from the state funds of the Commission.

We cannot conceive how a farmer can oppose the present good roads movement when it means so much to him to have good roads to take his products to the market. The State of Oregon is endeavoring to bring about a comprehensive system of road building, which it should have done years ago, but, strange to relate, objection is raised by farmers, who will be the most benefited by a system of hard surfaced trunk roads. Take Tillamook County for an illustration with a hard-surfaced highway through the county. The farmers would use it 12 months of the year and the summer auto travel three months of the year.—*Tillamook Headlight.*

I don't believe in going in debt for something that we don't need, and I don't think bonding is the best way. But, there you are, under the system that this government is run it is the only way to get what we need, and we all agree that we need good roads and we know that macadam will not stand the traffic. Will we wait until we have the money, or go in debt, for what we all say we need? I have come to the parting of the ways, and say, I believe those men who figured on the license paying for the bonds know what they are talking about.—*C. A. Schuebel, Clackamas County farmer, in a communication to the Oregon City Enterprise.*

In arriving at a sensible conclusion as regards the road bond issue it is not unwise nor untimely to reckon along the line of a twentieth century resident. Do not harken back to the days when our grandfathers crossed the plains in a prairie schooner drawn by a yoke of oxen, but just remember that this is an age of rubber tires. Permit a few present day arguments to confront you, then look them squarely in the face. That is the only way to settle the matter honestly. That being the case we are certain that every voter who has not already become convinced that Oregon should be pulled out of the mud will resolve to do his bit by casting his vote for the first real sensible measure ever placed before the people which was intended to do a real good for the state and not make a few grafters rich.—*Cook Bay Harbor.*

A PALATABLE DOSE

By RICHARD MARKLEY

When I started to practice medicine there was one admonition laid down by the gentleman who delivered the final address to our class when we were graduated that had greatly impressed me. It was this:

"Remember that mind has a great effect over matter. Therefore try to detract so far as possible from the terror your patients naturally have of you as practitioners. Above all things, preserve a cheerful exterior. The more hopeless a case appears to you the more hopeful appear to be, for by giving way to your anticipations you lessen the patient's chances for recovery, and you may be wrong in your prognosis. Do not force patients to take your remedies if it can possibly be avoided. Rather persuade them or banter them. Remedies taken against a patient's will are apt not to act as remedies. Better a prescription of something to divert the attention from the disease than fix it on that disease by unwelcome doses."

It seemed to me that there was a lot of common sense in this advice, and I cut it out of the printed address and pasted it within my writing desk in order that whenever I opened the desk I saw the injunction staring me in the face, so that it was impossible for me to forget it. I truly believe I would have built up a large practice by observing it had not that very observation of it on one occasion led to my leaving the profession.

I had been practicing but a short time when, returning to my office one day, I found a note from a stranger stating that a member of his family needed treatment, but was much averse to receiving a visit from a physician or taking remedies. He suggested that I call without the patient's knowing that I was a physician and study the case without asking for symptoms.

This, owing to the rule I had laid down, was very easy for me. I went to the house, rang the bell and was admitted to the drawing room, where I was received by a very thin woman who did not appear to know my errand, so I told her of the note that had been left at my office. She seemed to be slow in understanding me—at any rate, for some reason, did not respond very freely, making vague remarks such as "Just so," "A doctor?" "I'll see," indicating that she had not been admitted to the confidence of the person who had asked me to call.

The lady went out of the room and, presently returning, asked me to walk upstairs. I did so and was ushered into a boudoir where sat a girl who but for a slight paleness did not appear in dishabille; but, the older woman having left me with her, it was evident that she was the patient. I went in armed with my cheeriest smile, took the girl's hand as a matter of civility, thereby getting her pulse—it beat a trifle more quickly than normal—sat by her, said something to make her laugh and saw that her tongue was slightly coated. In this fashion I rattled on, telling her stories and interesting her until I had secured her confidence and a predisposition in my favor. Then I said abruptly:

"But you're not looking very well today."

Then she told me that her back was troubling her and she slept badly and mentioned symptoms that indicated to me a condition very common and for which there were a number of simple remedies. When I went away I told her that I would send her a box of candied fruit, a few of which I thought she would like every day. Then I left her to have some medicine I intended for her divided among half a dozen real candied fruits and sent them to her with my compliments.

I called again soon and asked the lady who had received me how she had managed to impose upon the young lady that I was not a doctor; that it was important that I should know what story she had told in order that what I should say would tally with it. She told me not to worry about that—she had given a good reason for my calls. I asked her if I was to see the person who had left word at my office for me to treat the young lady, and she said he was away and would be away for several weeks.

By the time he returned I had made love to my patient and she had responded favorably. Indeed, she sent me to him—a mere form, she said—be being her uncle, to ask for her hand. I did so, announcing myself as the physician he had asked to treat a member of his family.

"Well," he asked, "did you pull the wool over the old girl's eyes?"

I didn't understand what he meant by the "old" girl, but I replied that I had succeeded admirably. I went on, but when I said something about the young lady he interrupted me.

"Young lady be hanged! She's fifty-five."

It came out that the elderly woman was my intended patient. I had given myself away to her at my entrance, and she had taken me to see the young lady, asking her to act in her stead. The girl from pure mischief consented to do so, but there were two of us hoist by our own petard. The two older ones were brother and sister; the girl was their niece, an orphan and possessing a fortune.

I married her, and she preferred that I devote myself to taking care of her property rather than sending patients candied fruits.

WILL TOUR STATE FOR GOOD ROADS

Highway Commissioners Will Make Numerous Addresses Before Election.

During the week of May 21-26, inclusive, Highway Commissioners Benson and Adams will speak on the \$6,000,000 good roads bond bill in a number of cities in the Willamette Valley. A separate itinerary has been arranged for each. Mr. Benson will be accompanied by Jay Bowerman and another speaker will probably accompany Mr. Adams. During the same week W. L. Thompson, the third member of the Highway Commission, accompanied by James Stewart, of Fossil, will make a trip through Central Oregon, including Klamath Falls and Lakeview. His itinerary is being arranged.

Mr. Benson and Mr. Bowerman will make a tour of the east side of the Willamette Valley and will address meetings as follows:

May 21—7:30 P. M., Sandy.
May 22—11 A. M., Hubbard; 3 P. M., Gervais; 7:30 P. M., Mt. Angel.
May 23—11 A. M., Turner; 3 P. M., Marion; 7:30 P. M., Jefferson.
May 24—11 A. M., Tangent; 3 P. M., Shedd; 7:30 P. M., Halsey.
May 25—11 A. M., Harrisburg; 3 P. M., Junction City; 7:30 P. M., Eugene.
May 26—10 A. M., Coburg; 3 P. M., Creswell; 7:30 P. M., Springfield.

The dates for Mr. Adams in the western part of the state are as follows:

May 21—7:30 P. M., Cottage Grove.
May 22—7:30 P. M., Newport.
May 23—7:30 P. M., Toledo.
May 24—3 P. M., Yamhill; 7:30 P. M., Newberg.

Following his Newberg meeting, Mr. Adams will leave for a whirlwind trip through Gilliam and Wheeler counties, being scheduled for three meetings in the two counties on Saturday, May 26. He will speak at Arlington in the morning, Condon in the afternoon and conclude the day with a night meeting at Fossil.

Mr. Adams will conclude the campaign with a meeting at Oregon City probably on the night of June 1, with a final meeting in Eugene, his home town, Saturday night, June 2.

THE AMERICAN ROAD—1917 DEFINITION

A strip of unowned land over which anybody is free to walk, ride or drive—if he can.—*Collier's Weekly.*

Oregon roads are no exception.

In their campaign of misrepresentation of facts, opponents of the \$6,000,000 road bond bill are making the baseless charge that it will cost the various counties not less than \$10,000 a mile to prepare roads for hard-surfacing by the state; that for this reason few counties under the 6 per cent limitation can afford this expense and consequently will not be in a position to obtain paving under the provisions of the road bond bill. The actual experience of different counties in the state disproves this contention of the road bond opponents. Morrow County is completing the grading and draining of a stretch of 18 miles of road from Lone to Heppner. The cost for the work for the greater part of that mileage was \$150 a mile. The very most expensive sections of the road did not cost to exceed \$5000 a mile. Under the ruling of the Highway Commission it will only be necessary for counties to grade and drain the road. The state will lay the crushed rock base and the paving.

To be sure, the money from the (road) bond sale will for some time to come be spent mainly on trunk roads which will not seem directly to benefit the farmer. But they will benefit him directly. If the trunk lines do not pass his front door they are seldom many miles away and every rod of good, hard surface they give him to travel on means a saving of time, money and horseflesh. It means also better schools, accessible churches and a general uplift of conditions, to say nothing of growing land values. But the time will soon come when the trunk roads will be finished and then it will be farmers' day. Laterals will infallibly be built to connect rural communities with the central arteries so that the farmer can speed all the way from his gate to the city on a hard surface. This is worth working for. It is worth some waiting and sacrifice.—*Portland Journal.*

Without entering into the merits of the road bond law, there can be no question of the urgent necessity for the adoption of some plan or system that will give to the state of Oregon the roads necessary to the development of her agricultural prosperity. Oregon has regions that are as rich as the richest, yet they are lying idle for the reason that the cost of the transportation of the product of the farm is prohibitively great. People should give this much thought before refusing to vote on the first big step they have had to begin a comprehensive system of state-wide road construction.—*Seaside Signal.*

No property owner should complain about the road bond measure. It is simply a proposition by which the state proposes to build a system of permanent highways from revenue already provided and without any increase in the direct tax levy.

WHAT GOOD ROADS MEAN TO FARMERS

Seven Portland Hotels Alone Disburse \$350,000 Annually For Ranch Products.

Seven of Portland's leading hotels annually disburse among Oregon producers \$350,000 for the products of the farm. Of that total at least \$210,000 is distributed direct to the small farmer for poultry, butter, eggs, milk, cream and vegetables. The remaining \$140,000 is paid out for ham, bacon, fish and fresh meat.

Although the foregoing figures are those of the hotels which handle the bulk of the transient travel in Portland, they do not show all that the transient travel means to the Oregon farmer.

Hundreds of tourists frequently take their meals at a grill, restaurant or cafeteria not connected with the hotel at which they are registered. If obtainable these figures would materially swell the grand total of what this business means to Oregon producers.

One of the arguments used against the six million road bond bill is that the roads to be hard surfaced under the provisions of the measure will be "scenic roads" rather than market roads. The figures quoted above would indicate that the farmer has a direct and material interest in any plan of road building such as is provided for it will make more accessible a market such as Portland affords for his products.

As an illustration of what good roads mean to the farmer one Portland hotel pays one producer annually \$3000 for eggs alone. He pays 33 cents a dozen under contract throughout the year.

There is no question but that with the completion of the roads designated in the bond bill Oregon will attract a good share of the tourist business now largely monopolized by California and estimated to be worth to that state annually \$200,000,000.

ARE YOU THE OWNER OF AN AUTOMOBILE?

If there were only one reason why every automobile owner should go to the polls June 4th, and vote "Yes" on the \$6,000,000 road bond bill it is because automobile owners will pay for these improvements by their increased licenses.

But they will save several times the amount of their license in wear and tear of machines, tire mileage and gasoline.

Auto owners will have to pay the increased fee regardless of whether or not the road bond bill is approved at the June election.

If the \$6,000,000 road bond bill is approved by the people, the money derived therefrom will be expended in the construction of a state-wide system of permanent roads. County money now spent on main trunk lines will be used on laterals and less traveled roads if the road bonds carry at the special election on June 4th.

"During the past winter, sheepmen in my section of the state lost fully 40 per cent of their lambs owing to the weather and the inability to transport feed from the railroads because of the impassable condition of the roads," reports G. M. Blakely, a prominent Grant County sheepman. "With the good roads provided in the \$6,000,000 road bond bill we would have been able to get the necessary stock feed and reduced to a minimum the loss of lambs. With the bottomless roads we now have in our part of the state, that was impossible. This is an element that enters into the prevailing high cost of living. Less stock means constantly increasing higher prices. The people of my county are emphatically for the road bond bill and any other legislation that will improve existing conditions in the matter of transportation in rural communities."

"With good roads, Eastern Linn County can produce and market thousands of tons of good products from land now given over entirely to grazing purposes," announced George G. Zenderfer, a good roads booster of Cascadia, who walked 16 miles to attend a recent good roads meeting at Lebanon. "With our present poor roads, it is impossible for us readily to reach the market with such products, with the result that this acreage, so adapted for agriculture, is chiefly valuable only for grazing purposes. With good roads that would make markets more available, stock can be moved farther back and this land developed in an agricultural way. In this way, the further settlement of the state would be aided with a consequent increase in the state's production of food products."

Considering the activities of State Master Spence on the one hand and the number of favorable resolutions passed by individual granges on the other, so far as the grange is concerned in the bond proposition it appears a case of whether the dog shall wag the tail or the tail wag the dog.—*Hillsboro Independent.*

The state pamphlet on the six million dollar bonding measure will soon be in the hands of the voters. Do not throw it away without a careful study. This seems like an opportunity for improved roads that we are unlikely to get again if now turned down.—*Hermiston Herald.*

Legal Advertisements.

Notice of Publication

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

NOTICE is hereby given that Milton Down, of Jacksonville, Oregon, who, on July 11, 1910, made Homestead Entry, Serial, No. 06287, for the S½ of SE¼ 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 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, near 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.

Summons.

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

I. 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 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.

Rolled-oats Bread

2 cups boiling water
½ cup brown sugar
2 teaspoons salt
1 yeast cake
¼ cup lukewarm water
1½ cups rolled oats
5 cups flour.

Dissolve the yeast cake in the lukewarm water. Pour the boiling water over the rolled oats, salt, and sugar, and let stand until lukewarm; add the dissolved yeast and flour. Let rise until very light, beat thoroughly, and turn into two buttered pans. When the loaves have doubled their volume bake them an hour in a moderate oven.

The Berlin Government can break strikes in munition works by calling strikers to the colors, but that will not provide munitions for them to use when with the colors. Nor will it make bread.

Students of currency system foresee a situation when it may be different to measure the intrinsic value of a potato in ordinary terms of cash.

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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 Limited.....2:18 A.M.
SOUTH BOUND TRAINS.
15 California Express.....10:50 P.M.
13 San Francisco Express...9:05 A.M.
11 Shasta Limited.....3:20 A.M.
17 Ashland Passenger.....4:35 P.M.