

Daily Rogue River Courier.

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FRIDAY, MARCH 31, 1916.

OREGON WEATHER

Tonight and Saturday fair; northerly winds.

FROM MEDFORD TO THE SEA.

When our friends over in Medford start out to reduce freight rate charges by connecting up with tide water, they should first study their geography. It might also be well to bear in mind the essential fact that heavy commodities, copper ore for instance, will seek their market by the lines of least resistance, which will mean probably that the mine owners, business men naturally, will ship where they can get the best rates. Mine owners are not especially interested in pulling chestnuts from the fire for ambitious cities.

It is 35 miles from Medford to the Blue Ledge mine, the goal toward which the Medfordites are constantly turning their attention when tonnage is discussed. If the Medford dream could ever be realized, a railroad from that city to the Eureka harbor would be over 195 miles in length, and it would reach a maximum elevation of 4,100 feet. Thus the tonnage from the Blue Ledge, to reach the coast over Medford's dream, would have to be elevated nearly a mile in the air and then dropped down to sea level. The same ore to reach tide water at Crescent City would follow practically a water grade all the way, and its highest elevation would be 1930 feet. The distance from the mine to the coast by this route would be 121 miles, as against 160 miles by the Klamath route.

From Medford to the sea via the Klamath river route it is 195 miles. From Medford via the C. & O. C. railroad, now building, it will be only 121 miles. So should both roads be constructed, by which route do you suppose the merchant of Medford would get their freight, and by which would the valley orchardists ship their apples? Then all the time there is the matter of grade to add to the distance, and grade is the more serious obstacle of the two.

Crescent City has a harbor without a bar. It has been approved by the board of army engineers and by the secretary of the navy, and it will be the shipping point for the produce of southern Oregon. A railroad to it is not a child of fancy, but is already under actual construction. When it is completed, Medford's freight rates will be cut more than 30 per cent, whether she wills the cut or not.

The new railroad is going to build up the Applegate river. It is going to haul the ore from the mines of that district, including the Blue Ledge, to smelter by water grade. The thing to do is for all the people of the affected district, of Ashland, of Medford, of Grants Pass, to cooperate and to bring about these developments at the earliest possible moment.

Spite fences never brought profit to anyone. A spite railroad that would cost seven or eight millions of dollars will never be built. So if our neighbors will just be reasonable and forget their grouch, they can get as much benefit out of the new railroad as Grants Pass can possibly get. They will get the benefit anyway, for it can not affect rates into Grants Pass alone. So why not smile and say you like it?

FAVORABLE REPORT ON OIL LAND LEASE

Washington, Mar. 31.—The senate public lands committee today reported favorably the Ferris oil land lease bill with the Phelan amendment.

Ivory Cold Starch, . . . 5c Half Pound Can Cocoa . 15c Ginger Snaps, pound . 10c Frame Honey . . . . 15c

Bluhill Cheese

KINNEY & TRUAX GROCERY

Quality First

LINER IS AGROUND NEAR HONG KONG

San Francisco, Mar. 31.—"Chiyo Maru grounded island 29 miles off Hong Kong. Passengers be brought Hong Kong immediately.

This cablegram, received today at the offices of the Toyo Kisen Kaisha Steamship company, brought the first word of an accident to the giant liner. It was dated at Hong Kong yesterday, indicating that the crack Pacific liner ran aground some time Thursday morning.

Unofficial advices received at the local offices said that the Chiyo Maru was fast ashore on one of the Lema Islands, which are situated at the mouth of the Canton river. The cablegram bringing first official news of the accident came from the company's office at Hong Kong. It is not known how seriously damaged is the liner.

The steamer sailed from San Francisco March 2, under command of Captain Ernest Bent, senior officer of the T. K. K. line. At that time she carried 440 passengers, including Art Smith, the aviator, but as she touched at Honolulu, Yokohama and Manila before heading for Hong Kong, it is assumed that there were probably about 200 left aboard at the time of the accident. She carried a crew of 230. Art Smith is believed to have left the vessel at Yokohama.

In its previous voyages the Chiyo Maru always picked up a British pilot before venturing among the Lema Islands, and Captain Bent, having entered the harbor of Hong Kong many times, was also entirely familiar with the channel. Dense fogs have been reported off the Chinese coast.

The Chiyo Maru probably grounded in a thick mist. The statement in the official cablegram that passengers would be taken to Hong Kong immediately indicated that they were being removed. Line officials believe they were transferred to other vessels. A number of British war craft are known to be in the vicinity and are probably assisting in the rescue work.

No information was available as to the damage sustained by the Chiyo. Officials of the line said they did not think the accident would prove serious, as the ship would naturally move slowly and cautiously through a fog.

Among the first cabin passengers bound for Hong Kong are C. S. Paget, American architect at Hong Kong; E. T. Robbins, China representative for American wholesale drug house; M. S. Myers, United States consul at Chung King; W. B. Duffy, San Francisco shipper; Charles Wheeler, publisher, of Detroit; Mrs. Wheeler, and D. G. Belamore, automobile agent.

The cargo's estimated value is \$2,000,000. She also carried \$2,000,000 in gold in her specie tanks.

The Chiyo Maru was built in 1905, at Nagasaki, is 558 feet long, of 61-foot beam, and gross tonnage of 13,431. She carries United States mails.

When a Man's Great.

"I would like to ask you one more question," said the youth.

"Let it come," rejoined the home grown philosopher.

"When," quoted the youth, "would you say that a man has achieved greatness?"

"When he deserves his own opinion of himself," answered the home grown philosopher.—Chicago News

Real Pleasant.

Nellie, aged four, was gazing intently at the visitor's new bonnet.

"Well, dear," asked the lady at last, "what do you think of it?"

"Oh," replied the small observer, "I think it's all right. Aunt Mary told mamma it was a perfect fright, but it doesn't frighten me any."—Kansas City Star

Nomination petitions at the Courier

STEERS FED ON BEET PULP BRING RECORD PRICE

Portland, Mar. 31.—The highest price for steers ever reached in the North Portland yards was paid today for two cars of pulp-fed animals from Idaho. The price was \$9 per hundred pounds, paid by Carstens Packing company, of Tacoma, an advance of 25 cents over the previous highest price. This increase is attributed to the shortage of beef cattle in the north-west.

AVIATORS MEET MEXICAN PROBLEMS

U. S. Army Headquarters, Dublin, Mex., by Motor to Columbus, N. M., Mar. 31.—"American army aviators in Mexico are encountering conditions never faced before," said Captain Foulous of the aero squad today.

"The Sierra Madres create shifting winds and dangerous air pockets," he continued. "The high altitude of one mile gives our machines only a leeway of one mile in the air, as they are only equipped for a maximum altitude of two miles. Despite this, and despite rough landing places, there has been no serious mishap.

"A land altitude of nearly 20 miles which we will encounter farther south will undoubtedly test our men and machines to the utmost. Their experience now makes them superior to any aerial force of the same numbers in the world."

Regular aeroplane mail deliveries are being made by the military flyers at Dublin. They make the flight from Columbus daily.

The American infantry column is marching southward. Francisco Villa is somewhere 175 miles south, it is believed. A trainload of Carranzistas has been sent south from Casas Grandes. Small groups of constitutionalist soldiers are co-operating with the American vanguard. General Pershing is highly satisfied with the treatment he has received from Carranza representatives.

All those engaged in the gigantic man-hunt believe that the task of catching Villa will prove a long, hard one. The weather at Dublin is very cold. Ice half an inch thick forms in the water buckets at night. It was reported that last Saturday the Americans some distance from here chased Villa through a snow storm.

Natives who have given aid to the expedition are staking all on its success.

Squibb's Liquid Petrolatum

A heavy, tasteless and odorless paraffine oil for treatment of intestinal stasis.

In full pint bottles, absolutely pure.

CLEMENS Sells Drugs

The Rexall Store

cess. If the bandits are not thoroughly wiped out, it is feared they will return and murder every person who assisted the Americans. Mexicans hereabouts are especially fearful.

Mexican troops here are patterning after the American soldiers. They are learning sanitation, health conservation and resourcefulness. The American respect for private property has had a good effect on the inhabitants.

Washington, Mar. 31.—With official and unofficial advices telling of ever-tightening lines around Francisco Villa, the administration today was trying to settle a few details with regard to use of the Mexico Northwestern railroad by American troops. It was not learned what new hitches had developed.

Several communications passed between General Bell at El Paso and the war department. The transportation of army supplies over the railroad is expected to start soon. There are no official reports here of Villa having massacred the Guerrero garrison or of Villa himself having been wounded.

CROWN PRINCE IS CLOSING ON VERDUN

With the German Crown Prince's Army, Verdun Battlefield, Mar. 27 (Delayed).—With an iron grip the crown prince is closing in on Verdun.

Storms of artillery fire are preparing the way for a great infantry advance. Despite official statements, there is no real lull in the fighting.

Every day has been utilized in completing preparations for the final blow.

Every indication is that the great advance is imminent.

The fortified villages of Malancourt and Bethincourt, ten miles northwest of Verdun, are already hemmed in on three sides by Germans. Both towns are certain to fall when German infantry moves on the west bank of the Meuse.

Verdun is burning in three places. From captured hills, I saw the heavy smoke. German shells ignited Belleville, to the northeast of Verdun, today.

From the summit of the highest hill on the Verdun front the whole northwestern battlefield was spread out like a marvelous panorama. In the distance the spire of Verdun cathedral glistened in the sun. In the foreground we could see Belleville, a cluster of houses at the roadside.

Across a silver streak on the landscape—the river Meuse—was "Dead Man's" hill and Forges, which were stormed by the Germans March 6. Cumieres wood, Bethincourt and the surrounding hills stood out from a grey curtain of smoke. To the west Malancourt could be seen, just a great brown splotch.

The daily artillery battle was beginning when we took up our position. Below, on the green slopes, birds were singing in the trees. The east land of trenches appeared peaceful. At noon bright sunshine routed the Meuse mists. The glitter of a heliograph flashed over the hills.

German guns began roaring. A French chorus of noise replied.

As a German officer pointed, six shells struck in the heart of Belleville. Instantly the village was aflame.

KERBY

Tuesday was a beautiful day of sunshine, and the entire community turned out en masse to attend the burial of Grandma Hart. Through respect to age and long residence, the school was given a half holiday, to give the pupils opportunity to attend the funeral.

Auto travel is now beginning to improve and some trips are made over the mountains to Crescent City, where a few weeks since there was a depth of snow of five feet. Marvin Jordan bears the record for having been the first to cross with a Ford.

The ladies of Kerby have been imbued with the leap year spirit and have given notice of a "leap year ball," to be given at the W. O. W. hall on Saturday night, April 1.

Uncle Ed. Bennett, who makes his home with Mr. and Mrs. H. S. Woodcock, is reported as being quite feeble.

Mr. and Mrs. Elmer Dunbar and Mr. and Mrs. Dean, of Grants Pass, were in attendance at the funeral service of Grandma Hart on Tuesday.



Better Get It Now

DON'T wait until the season's half over—get that new spring suit now and come out on the crest of the fashion wave. Drop in and examine our splendid assortment of Adler's Collegian Clothes.

We'll save you money on snappy, up-to-the-minute, fine-fitting togs —with the real lasting value in every thread and stitch. Suits and Overcoats \$15 to \$35

Peerless Clothing Co.

GRIFFIN FERRY

M. L. Griffin was out to his ranch Wednesday.

Miss Goldie Green came home Monday for a week's visit. Her sister, Orpha, went to take her place in the hotel at Merlin.

George Griffin is shearing his goats this week.

Mrs. Mary Frankum returned home Monday from a visit with friends at Merlin.

Mrs. A. C. Ford and Mrs. G. H. Griffin were visitors to the Pleasant Grove district Thursday.

Our First Lighthouse. The first lighthouse constructed by the United States government is still standing on Cape Henry.

PORTLAND MARKETS

Portland, Mar. 31.—Today's market quotations were:

Wheat—Club, 90@95; bluestem, 99@1.05.

Oats—No. 1 white feed, 24.75@25.25.

Barley—Feed, 25.

Hogs—Best live, 9.25.

Prime steers, 9; fancy cows, 7.50; best calves, 8.

Spring lambs, 13.

Butter—City creamery, 34; country, 30@31.

Eggs—Selected local extras, 20 1/2 @ 21.

Hens, 17; broilers, 22 1/2 @ 25; geese 10 @ 11.

Copper, 28 1/2.

Letter Files

We are still able to furnish MONROE LETTER FILES at, each 35c 3 for \$1.00

Demaray's Drug and Stationery Store

California & Oregon Coast Railroad Co.

The attention of shippers is called to the inauguration of a tri-weekly less-than-carload freight service between Grants Pass and Waters Creek, and a change in method of receiving this class of freight.

By special arrangement, effective March 20, with the Southern Pacific Ry., and for the convenience of shippers, less-than-carloads west-bound shipments will be received at the Southern Pacific freight station, and less-than-carload east-bound shipments will be delivered from the S. P. freight station. Shipments will leave Grants Pass over the C. & O. C. R. R. on Tuesdays, Thursdays and Saturdays of each week, and must be delivered at the S. P. freight station by 4 o'clock on the day previous.

California & Oregon Coast Railroad Co.