

DAILY ROGUE RIVER COURIER

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DAILY COURIER

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WEEKLY COURIER

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FRIDAY, JULY 5, 1918.

OREGON WEATHER

Fair; moderate westerly winds.

WAR SAVING STAMP DISTRICT REPORTS

The following is the list of the school districts of Josephine county, their War Savings Stamp quota, amount owned and pledged, and the number of subscribers for each district.

Although Josephine county did not fulfill her quota, at a meeting of the bankers of the city at the First National bank Wednesday afternoon, it was decided not to extend the time limit of the drive. It was the general opinion that the county had done wonderfully well, giving all that could be expected.

School District	Quota	Owned and Pledged	No. of Sub.
1	3,843	1,825	37
2	6,405	1,635	35
3	4,948	2,335	58
4	4,441	1,135	7
5	3,102	4,880	58
6	2,820	1,175	29
7	69,721	58,800	799
8	2,185	625	12
9	1,081	1,295	28
10	1,527	855	21
11	1,692	2,020	45
12	1,057	645	40
13	1,332	405	20
14	2,420	1,865	26
15	2,089	1,895	36
16	2,961	685	22
17	1,292	1,110	41
18	2,004	1,360	25
19	2,726	1,355	30
20	2,162	1,860	39
21	2,467	2,575	45
22	2,561	3,155	79
23	2,007	670	12
24	2,702	1,305	45
25	1,120	355	19
26	1,010	455	15
27	2,303	2,435	74
28	2,314	1,305	35
29	1,384	880	41
30	2,843	1,640	27
31	2,641	725	28
32	2,632	2,635	53
33	1,081	305	17
34	1,337	610	31
35	775	310	13
36	846	850	25
37	2,038	2,880	42
38	775	355	33
39	1,692	590	22
40	2,497	1,505	23
41	816	130	7
42	564	675	12
43	675	425	13
44	628	1,115	27
45	635	700	33
46	870	390	16
47	628	230	6
48	1,575	1,060	16
49	916	385	11
50	987	520	31
51	357	375	24
Total	\$166,044	\$119,895	2283

ASK FOR

KEEPWELL
HOOVERIZED
COOKIES
10c

TRY

HEINZ
SWEET
MUSTARD
PICKLES

INSIST

UPON HAVING
WILLIAMS
SARATOGA
CHIPS

KINNEY
&
TRUAX
Quality First

OUR TRADE FLEET
NOW 27,371 SHIPS

Department of Commerce Gives
First War Statistics.

SECOND ONLY TO BRITISH

Merchant Marine of America Now
10,000,000 Tons—692 Vessels Built in
Last Five Months—Single Month's
Growth in 1918 Equals Whole Number
Launched in 1914—Now Reckon
by Deadweight Tonnage.

The steady growth of the American merchant marine in all classes of vessels has been revealed for the first time since the war began in statistics from the department of commerce. They show that in the first five months of this year there have been built in this country and officially numbered by the bureau of navigation a total of 629 vessels of 687,055 gross tons.

The merchant fleet of the United States now amounts to approximately 10,000,000 gross tons, not including merchant craft under control of the army and navy as transports and supply ships. At the beginning of January 26,242 merchant vessels of 9,353,224 gross tons were flying the Stars and Stripes on trips across the Atlantic with food and munitions, into the Caribbean and Pacific with American products for foreign customers and on the lakes and rivers of this country as part of the nation's domestic transportation system.

Includes New Vessels.

This tremendous fleet is second only to the merchant tonnage of Great Britain. It includes all new vessels built under the direction of the shipping board and thousands of other ships, smaller in tonnage but greater in carrying capacity, which play so large a

part in commerce and the maintenance of a favorable balance of trade.

All merchant vessels are required by law to register with the bureau of navigation of the department of commerce and to receive an official identification number, before being permitted to fly the flag of the United States. The number is awarded when the finished ship is measured for gross tonnage capacity, which is the content of the ship in terms of 100 cubic feet and the internationally accepted method of expressing size.

The shipping board, building exclusively cargo ships, has adopted deadweight tonnage as the medium of computing new tonnage, deadweight capacity being the actual weight of cargo and bunker coal which can be carried.

Indicates Fleet's Size.

The deadweight tonnage of a cargo ship is about 50 per cent greater than its gross tonnage, but in a passenger vessel is less, because the space is occupied by passenger accommodation. The former German liner Vaterland, now the Leviathan, has a gross tonnage of 54,000, but a deadweight capacity of only about 5,000 tons, which illustrates why, in dealing with all types of ships, gross tonnage, or the actual size regardless of the space allotted to cargo, has been chosen internationally as more truly indicative of the size of a fleet.

There has been a steady increase in new ships this year, the May tonnage being three times as great as the January output, and greater than the whole output for the year 1914. In the first month of 1918 there were 57 ships of 64,759 tons given official numbers. In February 84 ships of 117,001 gross tons were numbered. March saw a notable jump in the production of small ships, numbers being awarded to 128, the tonnage being 147,145. The record in April was 165 ships of 163,050 tons, and in May 185 ships of 194,465 tons.

Butter Wrappers printed to comply with the law at the Courier.

Our classified ads bring results.

FROM OREGON ORCHARD TO TOUL ORPHANAGE



Pommes des Etats Unis! Pommes des Etats Unis! American apples! American apples! That is what is in the box on the window sill; that is what is going into the outstretched hands of these war orphans at Toul, near our Toul sector, over there.

Apples to these children apparently brought back the days before the war when they were like other youngsters. Every apple in the whole 75 boxes sent to the orphanage from the American Red Cross seemed possessed of magic; sad little faces radiated content; spindly little legs began to skip.

These are the many children who were gathered into the refuge at Toul from caves and shell holes and ruins back of the old French lines, where they were often under fire, and sometimes gassed—and they never could be made to wear their gas masks when the older people were away, as they were all day, working in the fields or the munition factories.

When the American Red Cross and the American Fund for French Wounded, at the request of Monsieur Mirman, the famous prefect of the district, sent doctors and nurses to take care of them, they found their minds and bodies in frightful ways from the unspeakable things they had seen and been living through. Some of them were like wild things. Some of them will never have all their mental faculties; yet the minds of even these most tragic ones are becoming clearer, and all of the emaciated little bodies are rounding out.

The American Red Cross has made the barracks where they live all cosy and pretty inside; it has put swings and teeter-boards on the playgrounds, and provided good milk and bread and vegetables and eggs. One of the latest treats was the Oregon apples.

APPLEGATE

Mr. and Mrs. James Spencer and children, of Portland, arrived Tuesday to visit Mrs. Spencer's parents, Mr. and Mrs. Kendall, of Thompson Creek.

Miss Lora Couch is visiting Mrs. Fred Benedict.

Ben Thurston and son were Jacksonville visitors Monday.

Mrs. Martin Pernoll and two little daughters are guests at the home of Mrs. N. Pernoll.

Klmer Brown was trading with Grants Pass merchants Monday.

Miss Beryl Rogers, of Tacoma, is here on a visit to her sister, Mrs. M. L. Boucher.

Ed. Rowden, Taylor Rowden, Wm. Head and son, Dick, arrived Monday to spend the Fourth with home folks. They are employed in a chrome mine near Glendale.

Mr. and Mrs. T. H. Mansfield and daughter were Medford visitors Wednesday.

The Reckless Girl.

Mrs. Mamie Colvin, New York's recent prohibition candidate for congress, said in a stump speech:

"But there's another side to this question. If liquor on the man's part causes divorce, recklessness on the woman's part causes it also.

"I once knew a girl—she's divorced today, of course—who was warned by a friend:

"If you marry that man, I warn you, my dear, that he'll lead a double life."

"Well," said the girl, recklessly, "I don't marry him I'll lead a single one, and that's worse."

To Remove Splinter.

To remove a splinter from the hand, fill a wide-mouthed bottle nearly full of hot water, says Popular Mechanics Magazine. Thrust the injured part over the mouth and press it slightly. The flesh will be drawn down and shortly the splinter will be exposed under the action of the steam. This method is far better than the common and dangerous practice of pricking the flesh with a pin or knife point. The usual antiseptic solution should be applied.

FRUITDALE

Miss Belle Hoyle, of Grants Pass, was week end guest of Miss Clara Williams.

Duncan Nelson is suffering from rheumatism this week.

Mr. and Mrs. Miller and Mr. and Mrs. Charlie Williams, of Grants Pass, took supper Sunday evening with the Alonzo Jones family.

A. A. Porter, of Grave Creek, was week end guest at Riverside orchards. On Sunday Mr. and Mrs. Hamilton and Mr. Porter went out on the Applegate on federal loan board work.

Mr. and Mrs. Douglas Wood, Mr. and Mrs. Olum and Sam Schell, of Grants Pass, were evening guests of Mr. and Mrs. F. G. Roper one evening last week.

Jacob Redding and two sons and I. J. Hagon came home from their work near Selma Tuesday evening to spend the Fourth.

A. E. Crews stopped to take dinner last Friday with his sister, Mrs. Wardrip, when motoring from Myrtle Creek to Ashland. Mr. Crews has resigned from Hood River schools and will enter Y. M. C. A. work.

William Williams, who has been working at Swede Basin, has been called as a witness in the alleged pro-German case from that place.

Oliver McEwen went to Portland Monday night. He is much improved in health and will again enter the service if Uncle Sam will accept him.

Abhorred Red Tape.

"A swollen organization always means inefficient administration," says the air minister, as he surveys the staff which he has taken over. How did Napoleon manage his clerical staff one wonders. According to Wellington there were 12,000 clerks in the French war office. Normally we had 60 clerks with the war secretary, 40 in the ordnance, and about 50 at the horse guards. "These 150 do the work of the French, yet the French clerks begin to write at six in the morning, and ours go down at ten or eleven." Of course the size of the armies differed also.—London Chronicle.

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FERRYDALE

Mrs. Frank Thompson has been in Grants Pass several days.

Mrs. Lellie Runyan was in Grants Pass last week taking the teacher's examinations.

The young people of Ferrydale held a missionary meeting instead of their regular meetings Sunday evening.

Born—To Mr. and Mrs. L. L. Aldridge, of Ferrydale, Sunday, June 30, a 10-pound daughter. Mrs. Aldridge is staying with her parents Mr. and Mrs. J. L. Green. Mr. Aldridge is working in a sawmill near Penoyer, Cal.

Owen Williams, of Chehalis, Wash., is visiting at Chas. Dora's ranch.

Ferry Dale consists of three districts: District 50 raised \$1,115; District 17 raised \$1,110, and District 37 raised \$425 in the W. S. S. drive. Two of the districts raised over their quota and the other one did not go over the top.

A fire on the Everton farm was discovered about 2 o'clock Wednesday afternoon after destroying about 20 rods of rail fence. Several acres of wheat were in danger, but by the aid of the saw mill crew and neighbors the fire was soon under control.

June 30.

Percy Green returned home Monday from Penoyer, Cal., where he has been working at the Denton sawmill.

Miss Velma Everton has returned to her home in Grants Pass after spending several days at the home of A. C. Ford.

Miss Myrtle Ford is spending several days in Grants Pass this week. Joseph Hill has purchased a Ford truck.

A. I. Husey has been purchasing several registered thoroughbred cattle.

George Dora, Delbert and James Van Dorn, of this vicinity, are among those called on July 5. They will be much missed in this vicinity.

Helen Farmer has left for Central Point where she will work in the orchards.

Don't Slow Up
Advertising Now!

Never has there been a time when the public has looked more keenly for MERCHANDISING NEWS than now.

Never has there been a time more auspicious for the enterprising tradesman to secure HIS FULL SHARE OF TRADE than now.

People must continue to eat, to wear and to use.

The tendency is to cut out luxuries, and luxuries are only a relatively small proportion of your business. For every luxury cut out you have a chance to increase your movement of staples.

How short-sighted is the policy of reducing advertising expense to "save money." You will only lose trade. You will only lose prestige.

Advertise to increase sales and make more money; don't cut it out to save money.

Study your advertising as you never did before—do it wisely and well.

Be prosperous and let the people know that you are prosperous.

Success was NEVER achieved by stopping advertising or by wearing old clothes and talking pessimism.

Be Wise—and Advertise!

