

A Chicago Alderman Oves His Election to Chamberlain's Cough Remedy.

"I can heartily and conscientiously recommend Chamberlain's Cough Remedy for affections of the throat and lungs," says Hon. John Shenick, 220 So. Peoria St., Chicago. "Two years ago during a political campaign, I caught cold after being over-heated, which irritated my throat and I was finally compelled to stop, as I could not speak aloud. In my extremity, a friend advised me to use Chamberlain's Cough Remedy. I took two doses that afternoon and could not believe my senses when I found the next morning the inflammation had largely subsided. This remedy is for sale by all druggists.

The Colonel's Waterloo.

Colonel John M. Fuller, of Honey Grove, Texas, nearly met his Waterloo, from Liver and Kidney trouble. In a recent letter, he says: "I was nearly dead of these complaints and, although I tried my family doctor, he did me no good. So I got a 50c bottle of your great Electric Bitters, which cured me. I consider them the best medicine on earth, and thank God who gave you the knowledge to make them." Sold and guaranteed to cure dyspepsia, biliousness and kidney disease by all druggists at 50c a bottle.

Cured Hemorrhages of the Lungs.

"Several years since my lungs were so badly affected that I had many hemorrhages," writes A. M. Ake, of Wood, Ind. "I took treatment with several physicians without any benefit. I then started to take Foley's Honey and Tar, and my lungs are now as sound as a bell. I recommend it in advanced stages of lung trouble." Foley's Honey and Tar stops the cough and heals the lungs, and prevents serious results from a cold. Refuse substitutes. For sale by H. A. Rotermund.

Chamberlain's Colic, Cholera and Diarrhoea Remedy.

The great success of this preparation in the relief and cure of bowel complaints has brought it into almost universal use. It never fails and when reduced with water and sweetened is pleasant to take. It is equally valuable for children and adults. For sale by all druggists.

Death Rate in New York and Chicago.

During November and December, 1903, one fifth of the deaths in New York and Chicago were from pneumonia. Foley's Honey and Tar not only stops the cough but heals and strengthens the lungs and prevents pneumonia, so do not take chances on a cold wearing away when Foley's Honey and Tar will cure you quickly and prevent serious results. For sale by H. A. Rotermund.

Startling Mortality.

Statistics show startling mortality, from appendicitis and peritonitis. To prevent and cure these awful diseases, there is just one reliable remedy, Dr. King's New Life Pills. M. Flannery, of 14 Custom House Place, Chicago, says: "They have no equal for constipation and biliousness." 25c at all druggists.

Gives Health, Vigor and Tone.

Herbine is a boon for sufferers from anaemia. By its use the blood is quickly regenerated and the color becomes normal. The drooping strength is revived. The languor is diminished. Health, vigor and tone predominate. New life and happy activity results. Mrs. Belle H. Shiral, Middleborough, Ill., writes: "I have been troubled with liver complaint and poor blood, and have found nothing to benefit me like Herbine. I have wished that I had known of it in my husband's lifetime." 50c. at Rotermund's and Model Drug Store.

JUDGE SCOTT'S ADDRESS

Delivered Before the Good Roads Convention.

I cannot now recall a single thing that is fully developed when it first comes into existence. Every thing requires some time and attention to bring it into a full and perfect development. We are ever striving to develop the individual physically, mentally and morally beginning with the small babe and continuing through life. We must develop our resources that are around and about us before they are fit for man's use, therefore I wish to spend a little time in talking about good wagon roads as developers. No one will deny that railroads in this day and age are indispensable in the best development of any country.

The question of transportation by water and rail have, in the past, received a good deal of attention by our whole people. It is not of supreme importance how much we can produce, as it is how cheaply we can market our products. However, better public roads are not only necessary from a commercial point of view, but they are a necessity from educational and social points of view as well. We shall not be able to develop our country faster than we develop the individual. The ability to develop any country might largely be measured by that degree of intelligence and moral standing that is found among its people who reside therein.

There is a great effort being made throughout this country to raise the standard of citizenship of the individual. The greatest good that can come from our efforts towards individual development unless we have free access to mingle one with the other. It is human nature to be sociable and to desire the companionship of one's fellows. Deprived of this pleasure, as many are who live in the rural districts, they become dissatisfied with country life and move to the towns and cities. Is it to be wondered that so many boys and girls leave their country homes and go to the city as soon as they become old enough to break away from their family ties?

There has been an unhealthy flow of our boys and girls from the farm to the cities with the desire to better their condition in educational, social and financial ways. Many of them do not do so well financially as they could have done had they stayed upon the farm, and they have in many instances fallen by the wayside, not being able to withstand the increased temptations and vice that are found in our cities over that to be found in country districts.

Our bad roads prevent the women and our young people from driving out and mingling together as they should in order to develop the social side of their natures, that is so essential in forming the most useful and well rounded life. If the women who live in the country were to wait for their husbands to take them calling, their calls would be few and far between. The long winter evenings should be the most pleasant time of the year upon the farm; it should be the time for social and mental improvement. Literary and social gatherings should be had, adding both pleasure and improvement, that would do much to make our young people content with country life. Our bad roads prevent, to a large degree, this being done.

If the people in the rural districts were to have an opportunity of mingling together frequently, contentment and prosperity would come to many a farm home that is now ruined by discord and poverty. Our young people who live in the country, must have better social relations in order to prevent this unhealthy flow of our best boys and girls from the farm to the city. We should get away from the erroneous idea that anybody can farm. The time is coming when our large farms will be cut up and a family supported from the products of a small farm. This cannot be done in the haphazard way that is now in vogue among many of our farmers of today; but will have to be done upon scientific principles that are now followed by some of our farmers. For this reason, we need to retain upon the farm many of our best boys and girls that now go to the cities, seeking other employment. Our agricultural colleges are doing much to develop our country and its resources; they teach the young men and women how to work and how to get the best results from their efforts and capital expended in a scientific way.

The young man or young woman who gets the impression that it is a disgrace to work, or that he or she is too nice to do farm work, is in danger of going wrong. Such an impression should be met with discouragement whenever possible. It has been wisely said "that the schoolmaster and good roads are the two most essential features of civilization." We should instill in the minds of our young people that each of us has a duty to perform; that we owe a duty to ourselves and to each other, in that we should always endeavor to develop the individual and mold character that will make the best citizen and help to develop the district where we reside, and not live for self alone. Unless our young people have an opportunity of mingling together in a social way, they will become selfish and narrow, and will not develop into that broad minded citizen that is desired for a full and speedy development of this country.

We should, as far as possible, get away from that petty selfishness that often prevents us from making the most out of our lives, and is so often

noticeable in highway improvement. All of the roads cannot be made good at once. Why not help build a good piece of road in one section of your county and not refuse to work if that improvement does not happen to be right along by your farm? We must, necessarily, begin somewhere with permanent road improvement if we ever expect to have any. One reason for the prevalence of bad roads throughout this country is lack of agreement and united action among the advocates of highway improvement.

Everybody prefers good roads to bad. Everybody knows that the roads can be improved only by the expenditure of money and labor; but here the agreement ends. There is a great variety of ideas and schemes for securing the desired object; some people would rather travel through mud than to have the road improved by any other plan than their own pet scheme.

Holding conventions of this kind will not in themselves build good roads. We must unite in support of a few general principles and go to work upon some general plan. With a united effort we shall be able to accomplish much good in highway improvement. But in order to unite, some of us will have to give up some of our pet projects as to how the work should be done.

Better roads will enable us to have better schools; if we were to have better roads we could have larger school districts, better school houses and have our schools better graded and run for less expense per capita than we now do. One or more school districts might be consolidated and have two or more teachers in the same building. Such a plan would lessen the number of classes for each teacher and would give them more time to devote each class than they now have. Better schools will cause our state to fill up with a better class of people and at a much more rapid rate than it will without them.

Many good people come here from the East with a view of locating and investing capital, but on account of our bad roads some of them become dissatisfied and return to the East. They will not stop to consider the fact that the people of the East have had a great many years to bring the condition of their roads to what they are now, while in this section, the settlement of which dates back but 60 years, road building has but just begun. They have been accustomed to seeing certain conditions in the state from which they came, and they naturally measure conditions in this state by what they have been familiar with there. Of course, this is not fair, but it is simply a condition that we have to contend with; and while we shall not be able to make good public highways at once, if we begin right away and make a good start in that direction, many of them will conclude that the time is not far distant when our main through-fares will be well improved.

An improved condition in our roads will cause an increase in population, and with it will come electric railroads and the development of our numerous water powers and various resources that will not be developed until we get more people. As to whether or not many of our industries will live or die, will depend largely upon the cost of transportation from our farms to our shipping points by water and rail. The tax of bad roads becomes constantly harder to bear as the people of this state and nation are brought into closer competition with cheap labor and products of other states and nations on account of the continuous improvement in transportation facilities, by water and rail. The people living in our sister states upon the north and south are making greater advancement in the improvement of their public highways than we are making in this state. Whatcom county, Washington, has already constructed several hundred miles of gravel and macadam roads; they have voted a ten mill special road tax each year for the past ten years, and are forging ahead of us in highway improvement.

What will be the result of all this? Unless we keep pace with those states in the improvement of our public highways, they will soon be shipping products and supplies to our citizens who live upon our railways and waterways and sell them cheaper than our farmers can market a similar product and haul it over our bad roads; and the money that shall be paid for such products will go out of our state and our farmers and our merchants will alike become poor. Give our laboring class employment. As soon as they shall get money they will spend it with the merchants and everybody is pleased and we say "times are good." If this class of people fail to have employment with us, they must go elsewhere in search of it, and our merchants lose the opportunity of supplying them with good and clothing.

Often a stringency in money markets is due to our bad roads. If the traffic upon our public highways were to be stopped for thirty days throughout this country there would be the greatest panic known in history. The general government has estimated that it costs about \$900,000,000 annually, to transport our products and supplies over our common highways. It has, also, been estimated that at least one half of this sum might be saved if we were to have good roads all over this country. Such a sum thus saved would defray the expenses of constructing about 250,000 miles of good roads each year; it would defray the expenses of constructing good roads throughout six states like that of Oregon.

Quoting from Mr. A. L. Craig, G. P. A. of the O. R. & N. Co., as follows: "I am informed that about the greatest

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I want to look after your timber interests, W. B. Sherman, Masonic Temple, Grants Pass, Oregon.

est distance the farmers can afford to haul wheat over existing wagon roads to the railroad is about 30 miles. If the wagon road can be so improved that with the same number of horses and with the same wagon two tons can be hauled where one is the present limit, it will also be found that the extreme boundary of the profitable wheat area would be 40 miles, or double what it is now. That is, a farmer under the improved conditions of the market could produce wheat with as much profit for himself as the farmer who today is but one-half that distance from the buyers at the railroad stations.

"If an additional strip of only five miles could be brought within reach of the market by good roads, contiguous to the entire line of the Oregon Railroad and Navigation Company, and only every other section could be made productive, over three and one-half millions of acres would be added to the productive area of the Pacific Northwest, which on the generous basis of 100 acres to each family would support nearly 250,000 families.

Yet five miles is not a great distance to extend the profitable productive belt if you go at the good road proposition in the right way."

"Have you, who live from 10 to 20 miles from the railroad, ever considered that in addition to a great reduction in the wear and tear of horses and wagons, as well as yourselves, good roads would increase the value of land itself by, as it were, picking it up bodily and placing it nearer the town?"

The increase in the price of hauling actually done is, by no means the cost only on account of bad roads.

The loss of perishable products from want of access to market, the failure to reach markets when prices are good and the failure to raise products that would be marketed if markets were always accessible adds many millions of dollars to the tax of bad roads.

We have in the past laid great stress upon the importance of building more railroads and improving our waterways, but we have done very little to improve our common highways. The general government, feeling the need of having cheaper modes of transportation gave to the railroad companies of this country \$75,000,000 of acres of public land as an inducement for them to build railroads through some of the sparsely settled parts of this country so that it might be more rapidly developed. It has also expended about \$500,000,000 in the improvement of our common waterways.

In one session of Congress in recent years, it appropriated 600,000,000 of dollars for river and harbor improvements; and not very long ago it appropriated \$12,000,000 for that purpose. When we consider that the cost of transportation by water and rail is now about to the minimum and that it costs more to transport our farm products from the farm to our shipping points by water or rail than it costs to carry them from said points to the markets of the world,

it is time for us to turn our attention to acquiring a cheaper transportation over our common highways. We are in a great commercial contest. Not with one nation alone, but with all of the progressive nations of the world. The prize is the world's market, and the country, state or nation that shall win will be the one that can reach the market the cheapest. Many of the states in this country and many of the foreign countries that are our warmest competitors are much more active in highway improvement than we are in this state. France, India and Russia, three of our close competitors in the production of fruit and wheat have and are building some of the best roads in the world.

Oregon is a great state for the production of potatoes. If we were to have roads so that our crops could be moved during the rainy season of the year, the time that they are usually the best price, our farmers could become wealthy. From the increase in the price that they would often receive by being able to market them when the price was best, they could soon build good roads.

Our rainy season frequently sets in so early that the roads are muddy before we can get our prunes to market in the fall, causing us to haul very small loads while our French competitors haul over their good roads several times as much per load as we can with the same horse power.

If we are going to develop the state of Oregon, why not begin to do the most essential thing first that will cause such development; that is build good public highways.

Suppose every farmer throughout the country would put in on an average one month's time every year in road improvement, would he not be amply repaid for his services? I dare say the majority of you farmers would reap a benefit from a high road tax if you were to receive but a small benefit from the bettered condition of your roads.

For the reason you would get to work out the taxes that would be assessed upon the property in your towns and upon the property of non-resident property owners. I don't believe, however, that the farmers should defray all the expense of road construction; it is just as important for the business men who live in town to have good roads leading to it as it is for the farmer to have them. If it were not for the farmer coming to town occasionally most of our towns would soon cease to exist. So I contend that there should be a mutual interest between the farmers and the men who live in town, in making better public roads; we should, therefore, co-operate in support of some general plan of road management and construction and go to work constructing them as rapidly as we can.

If the people of the city and the country would unite in an effort to this end, it would not be long until we would have a strong home force in support of the cause, aided to some degree, at least, by the general government. I urge you to not become dis-

couraged because roads are not built throughout your county at once. This cannot be; it will take much time and effort to bring this about, but it will come sooner or later, and the sooner we begin the better, the sooner we will have good public roads, a thing that is absolutely necessary in order that our state be fully and rapidly developed. I, therefore, especially urge you to take up the work with a greater zeal and energy than ever before. Organize your home forces and make a study of the highway problem as it presents itself today, and stand shoulder to shoulder with other good road advocates throughout this state a nation and make an earnest demand for national aid. When this has been done, there will be a great impetus in highway improvement to the end, that our entire state will become rapidly developed along various lines of enterprises that cannot be put into operation at the present time on account of our bad roads.

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