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You are invited to investigate my large list of City and Country property.

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W. L. IRELAND, The Real Estate Man

Grants Pass Banking & Trust Co.

PAID UP CAPITAL STOCK \$25,000.00

Transacts a general banking business. Receives deposits subject to check or on demand certificates. Our customers are assured of courteous treatment and every consideration consistent with sound banking principles. Safety deposit boxes for rent.

J. FRANK WATSON, Pres.
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Reliable Watchmaker

At Clemens' Grants Pass, Ore.

G. A. Cobb Real Estate Company

G (Front) street, Grants Pass, Oregon

Are in a position to offer to the purchasing public bargains in all manner of Real Estate or Personal Property, such as small or large Farms; vacant or improved City Lots, in acre tracts or less, in payments to suit purchaser. We only invite your investigation to convince you. We are also handling New and Second-Hand Goods, Horses, Milch Cows, Burros, Packing Outfits, etc. Give us a call.

We have this week a good ranch, close to town, to exchange for city property, and some cheap light rigs from \$2.50 to \$20.00.

BLACK HORSE



LIVERY FEED AND SALE STABLES

DEAN & DICKISON, PROPRIETORS.

Office and telephone removed to Golden Gate stable, opposite Hotel Josephine, for July and August while our new stable is being erected.

Sunrise Condensed Milk

That is out to make a reputation. Is made at a new condensation on Coos Bay, the big dairy district of Oregon.

Proved to Be the Best by the agent who bought a can of another brand and opened it and one of his hand proved his was the best.

Is Not Two-thirds Sugar, Water and Corn Starch

But is pure cows milk and is just as good as cow's milk for your coffee. Try it and be convinced.

Introductory Price of 10c per Can on single cans. Special rates on large orders.

INLAND CRACKERS

Made in Spokane from hard wheat, which makes the best cracker of any wheat. Try a package at 25 cents.

Chiles' Grocery

Front st., near Fourth.

Lewis and Clark Exposition.

During the Lewis and Clark Exposition the Southern Pacific Company will sell round trip tickets to Portland, limit 30 days, at one and one-third fare for the round trip. For parties of ten or more traveling on one ticket, one fare for the round trip. For organized parties of 100 or more, individual tickets, at one fare for the round trip.

Stop-over of 10 days will be given at Portland on all one way tickets reading through that point during the exposition. Tickets must be deposited with Joint Agent at Portland and charge of 50 cents will be made for extension of time.

Typewriter supplies, ribbons, paper, etc., at the Courier office.

New Prices for Undertaking Goods

Beginning August 1st, prices for Caskets will be as follows:

All \$25 Caskets reduced to \$15
All \$30 " " " \$20
\$35 & \$40 " " " \$25

Black Cloth Caskets reduced 50 per cent.

Hearst and service in proportion. These prices are for cash only.

A. U. Bannard
AT THE
BIG FURNITURE STORE
North 6th St.,
GRANTS PASS, OREGON.

A. C. GOETTSCHIE TAXADERMIST

Heads a specialty. All work guaranteed.

Cor. 5th and 1st. P.O. Box 602.
Grants Pass, Oregon.

HAS SOLVED GOOD ROADS PROBLEM

Simple Contrivance Which Is Revolutionizing Travel in the Mississippi Valley.

It has remained for a Missionary to solve the good roads problem and carry on a crusade among the farmers of the Mississippi valley which one of the most important work done among agriculturists for a score of years. The good roads' special train originated with D. Ward King, a modest farmer of Matland, who has conclusively proved that the meanest dirt road in the state can be transformed into a well-rounded, well-drained public highway, as hard and solid as a race track, and maintained in this splendid condition at an annual expense of but \$2.50 a mile. How has this great discovery, of inestimable value to city dwellers as well as to farmers, been brought about? The story is a simple one.

Twenty years ago Mr. King was aroused to the necessity of improving the road which leads from his farm home to the near-by town of Matland. It was a rutty, full of chucks, uneven, at certain times of the year virtually impassable. It was on a par with other neighborhood roads, but Mr. King studied the problem and how best to solve it.

Finally, he hit upon a home-made contrivance, so homely and simple that the neighbors who watched him work with it were forced to laugh. Walking through his stable yard Mr. King chanced to spy an old pump stock which had been torn up and laid aside for several years. This pump stock he took, and, laying a log, split in half, parallel with it, he fastened the two together with rough boards and chains, then, hitching a horse to the home-made drag and standing upon it, he dragged the road to Matland. Twice, three times, a half dozen times, while the road was still wet from recent rains, he dragged the entire length, and then dismantled to look at what he had done.

A rolling, well-drained and compact road extended from the farmhouse to town. Mr. King had solved the problem.

Every year since that Mr. King has dragged his road regularly. "I have kept track of it as to the amount of time and find that the average is once a month," he says. "That's not very much work to secure a good road. I dragged from my own gate to my neighbor's, a half a mile; it takes about 30 minutes. I don't make many trips to town before I have regained the time expended in dragging, to say nothing of the gain to my neighbors and the general public."

It was not long until the entire Matland neighborhood was using similar home-made drags, and that section of Missouri boasted of the best country roads extant. Gradually the fame of the man who had brought this about spread. Over a year ago Mr. King received an invitation from the good roads association of Sac County, Ia., asking him to visit Sac City and explain his system. He did so, and was received so enthusiastically that over 50 farmers at once pledged themselves to try the work. As a result the highways leading to that progressive town, 28 miles altogether, have been cared for at an expense of but \$2.50 a mile, and in one year's time transformed from muddy, uneven roads into thoroughfares so smooth and nice that owners of trotting horses invariably choose the public highways for speedways in preference to the race track.

The Sac City experience was the beginning of the interstate crusade which Mr. King is now carrying on. Early this spring he was approached by officials of the Chicago and Northwestern railroad and asked if he would preach the gospel of good roads from a special train, as the gospel of seed-corn selection had been preached last year by Prof. P. G. Holden, Mr. King consented.

The Northwestern started its special train at Onawa, Ia. Announcements had been scattered broadcast throughout the vicinity; the train would reach each station along the line at a certain hour, Mr. King would exhibit his drag and explain its manufacture and use, for a half hour, then he would answer all questions, and the train would proceed to the next stop. In case of inclement weather the lecture would be delivered in the audience car attached to the sleeper and diner of the special train.

The Onawa reception was enthusiastic. The occasion was made a festive day. All visiting farmers, and they numbered over 300, were given two good meals by the enterprising business men of the town. The sum of \$100 was subscribed by them in 30 minutes, to be offered as prizes for the best kept mile and a half of road during the season of 1905 on trains 15 and 16 commencing May 29th. Sections 9, 10, 11, and 12 are reserved for this station and can be secured at the depot. G.P. Jester, Agt.

treasury. The town chose the road leading from Secretary Shaw's home to the railway station as the one to be worked by Mr. King as a practical object lesson. In less than a half day's time Mr. King had transformed the worn-out road into a well-packed dirt road, as fine a one as there is in the country today, a rival to a macadam road. So the good work has gone on. Mr. King has traversed more than half of the 99 counties of Iowa, preaching the gospel of good roads and has arranged to carry on the work in Iowa, Missouri and other Mississippi valley states next year on a still larger scale. Already more than 3000 King road drags are in use within a radius of 400 miles of St. Louis. Mr. King advocates the home-made brand. He had no contrivance to sell. A good drag can be made by any person within an hour at an expense not to exceed \$3. The city of Des Moines has ordered 200 drags constructed, at a cost of \$2 each and intends using them exclusively hereafter in making and repairing dirt streets and roads. The doctrine as preached by Mr. King is simplicity itself. Here are some extracts from one of his recent talks to prospective road-makers: "The most difficult part of road dragging is getting at it. All the rest is so simple that one learns it in doing it. The first noticeable effect is the smoothing of the road surface and this in time allows the rain and snow water to flow off and encourage the distribution of travel over the road from side to side. "Teams usually follow the beaten trail. Dragging destroys the old trail, and the new trail, each time broader and less definite than before, is made on a different portion of the highway. By dragging while the earth is yet moist the road finally becomes a series of practically water-proof layers of puddled earth, each one of which is rolled and pounded by the wheels and hoofs of travel. Almost imperceptibly the center of the road is elevated to a smooth grade that is not easily affected by bad weather. "Dragging stirs the weeds in the seed bed. It also does away with the bumps at each side of bridges and culverts. Regular dragging fills them and they become as solid as the rest of the road. As the wheel tracks are wiped out the water does not run to the bridge after every shower, so you can drive as swiftly over the culverts as over any other portion of the road. "At first you will have to drag when part of the road is too wet. But after awhile it will dry evenly, and the first few times you drag it will be better for you to merely drive down one wheel track and back the other, moving the dirt toward the center of the wagon track. Gradually widen as you get a chance. This will give a solid foundation. If the wagon track is at one side of the highway, begin right there. The rest will follow in time. Don't be in a hurry. Remember you can not successfully make a fine crop by plowing the corn four times a day. First make a drag; second, use it every time you can improve the road by dragging. "The hitch is next in importance to the time at which the dragging is done. The right time is just after the road dries after a rain or when it is thawed on top during the winter and spring, and it should be dragged every time. "Of course, a smooth surface for travel is thus produced, but a more valuable result is that the road will shed the next rain instead of absorbing it. This is the reason why the road should be dragged every time, so that it will always be ready for the next rain." Mr. King never loses an opportunity to instruct his hearers that an expensive, complicated drag is unnecessary. Here is a bit of personal experience: "Nor is an iron-faced instrument absolutely necessary. I began with a drag in February, March or April, the drag being made of an old pump post and a frost-bitten log held together by two or three short pieces of board nailed on top. It pulled to pieces at the beginning of the second year, and at first simply drove a team straddle of one wheel track going and of the other wheel track coming back, merely breaking the rim of earth that rises on each side of the wheel track and leaving the road in good condition for teamsters to 'straddle the rut.' After smashing both ruts I remember I used to look back over the road approvingly, pat myself on the back and think I had the nicest road in the country, and while I did have it at the time, yet it would look very rough to me at present." There is no man better known among thankful Iowa farmers today than D. Ward King of Matland. "His work is of far more importance than preaching the gospel of seed-corn selection," declares a noted agricultural expert. "Without good roads the farmer is stranded. With good roads he can control the market and get the prices. Without them he may have had a record-breaking crop, and be possessed of millions, but they are Muller's Millions, millions, and not tangible."

peculiar Disappearance.

J. D. Bunyan, of Batherville, O., laid the peculiar disappearance of his painful symptoms, of indigestion and biliousness, to Dr. King's New Life Pills. He says: "They are a perfect remedy for dizziness, sour stomach, headache, constipation, etc." Guaranteed at all drug stores, price 25c.

Big Stock Ranch ON WOLF CREEK

Owners Find Vetch the Most Profitable for Dry Lands

E. W. Kaykendall, of Wolf Creek, was in Grants Pass Monday. Mr. Kaykendall, in partnership with E. E. Dunbar, owns over 3000 acres of land on Wolf creek on which they are making one of the model stock farms of Southern Oregon. Their land was formerly heavily timbered, but they have cut most of it off in filling wood contracts for the railroad company. They have about half their land under cultivation. They expect to fence the remainder and then to put a band of goats at work clearing out the underbrush.

At present Messrs. Kaykendall & Dunbar are handling cattle, but they expect soon to add both sheep and goats to their stock. They are breeding to Herefords now, but should a creamery be started at Grants Pass, or some other nearby point they may add dairying and would then get the milk strain of Shorthorn cows. They have not decided on the breed of sheep they will handle, but it will be one of the long-wool, mutton breeds, as they are best adapted to this section for they are the best rustlers for feed, together with the fact that Southern Oregon is a fine mutton market and steadily improving. Their goats will be Angoras and from their investigation they feel confident that goat raising will prove quite as profitable as any other branch of stock raising.

In their farming operations Kaykendall & Dunbar give careful investigation to all methods of work and the results attained and to the cost and profit on the various products of their farm. They have found that the deeper the soil is cultivated in this dry section the larger the crops. To that end they use disk plow, which will stir the ground to a greater depth than is possible with a mold-board plow. Plowing can be done as well with the disk plow with the ground dry as wet and Kaykendall & Dunbar do the greater part of their plowing in August and September so as to have the ground in readiness for seeding so soon as the fall rains set in.

They are giving a thorough trial to all grasses and forage crops and have found vetch one of the most profitable dry land crops they can raise. Heretofore they have been sowing their vetch broadcast, but this fall they will drill it, and they may plow in some as an experiment.

Their object in drilling is to get the seed down deep in the ground so it will be better stand the dry weather. Another object is deep planting is that they have found that the earlier vetch is sown the better. The last of August and first of September being the best time, and with the seed deep in the earth they will begin to grow at once and the plants will be well rooted by the time the fall rains set in, thus insuring a big growth and a heavy yield.

Last year Messrs. Kaykendall & Dunbar had much difficulty in securing good vetch seed and had to pay 35 cents a pound. This year they purchased a small threshing machine and allowing part of their field to become ripe they threshed over 300 bushels of seed. As farmers learn the value of vetch as a dry land forage crop the demand for seed is increasing and Messrs. Kaykendall & Dunbar are contemplating raising vetch seed for the market.

THE SALOONS OF JOSEPHINE COUNTY

Of the Total Number in the County, Grants Pass Has Twelve.

The saloons of Josephine county will be increased by three if the petitions for licenses are granted that will be presented at the September term of county court. Of the three applications that are to be considered by the county court, one is for a saloon at Holland, one at Selma and one on the stage road across Rogue river from Grants Pass. The petition for Holland is for John Auten, formerly of Placer, and the report is that he will have no remonstrance to oppose him. A. M. Irwin, another former Placer saloon man, has the application in for the saloon at Selma, but the Selma people declare they will be increased by three if the petitions for licenses are granted that will be presented at the September term of county court. Of the three applications that are to be considered by the county court, one is for a saloon at Holland, one at Selma and one on the stage road across Rogue river from Grants Pass. The petition for Holland is for John Auten, formerly of Placer, and the report is that he will have no remonstrance to oppose him. A. M. Irwin, another former Placer saloon man, has the application in for the saloon at Selma, but the Selma people declare they will be increased by three if the petitions for licenses are granted that will be presented at the September term of county court. Of the three applications that are to be considered by the county court, one is for a saloon at Holland, one at Selma and one on the stage road across Rogue river from Grants Pass.

CLOVER SOWN IN APRIL NOW 3 FEET HIGH

Granite Land in Josephine County Lacks Only Water.

H. S. Wynant, who has a farm near the Applegate river in the New Hope district, left at the Courier office Tuesday a bunch of red clover that is over three feet high and of as vigorous growth as was ever harvested in the best clover districts of the East. This sample was the average growth of a field that he sowed last April on granite land, which before he put it under irrigation was totally unproductive, other than to scant growth of brush that was upon it. In Mr. Wynant's land is a part of the 12,000 acres of granite land that extends from Rogue river, south of Grants Pass, to Applegate river, and which is held by many to be worthless, for agricultural purposes. As in Mr. Wynant's case this land whenever water is put upon it, produces grass, grain and fruit in great abundance. Mr. Wynant, like many other farmers of Josephine county, is devoting his entire attention to hay, growing alfalfa, clover and timothy for the market. He formerly grew considerable fruit, but discouraging market conditions rendered the business so unprofitable that he dug up the greater part of his fruit trees and berry vines. Mr. Wynant lost so much money on the fruit business by reason of the dishonesty of a commission man that he is skeptical of the industry ever being profitable. But he will watch the work of the new Josephine County Fruitgrowers Union and if it is successful in securing profitable prices for fruit he may again take up fruit raising.

While hay has been very profitable for the last few years yet so many farmers are putting all their land to grass Mr. Wynant is not so sure that meadows will be the money makers in the next few years that they now are and the hay growers will need a union to keep up their prices.

Was in Poor Health For Years.

Ira W. Kelley, of Mansfield, Pa., writes: "I was in poor health for two years, suffering from kidney and bladder trouble, and spent considerable money consulting physicians without obtaining any marked benefit, but was cured by Foley's Kidney Cure, and I desire to add my testimony that it may be the cause of restoring the health of others." Refuse substitutes. For sale by R. A. Rotermund.

Stop That Cough

When a cough, a tickling or an irritation in the throat makes you feel uncomfortable, take Ballard's Horehound Syrup. Don't wait until the disease has gone beyond control. Mr. and Mrs. J. A. Anderson, 354 West 10th St., Salt Lake City, Utah, writes: "We think Ballard's Horehound Syrup the best medicine for coughs and colds. We have used it for several years; it always gives immediate relief; it is very pleasant and gives perfect satisfaction." 25c, 50c, \$1.00 at Model Drug Store and at Rotermund's.

The Iron and Steel Works.

The Grants Pass Iron & Steel Works has lately been doing considerable work for the Takilna smelter. A large part of the orders were for slag pots and matte molds. These burn out very rapidly and have to be frequently renewed. The Iron Works received last week a car load of high grade pig iron for use in making castings on special orders where an extra good quality of iron is required. Managers Hall & Harlock state that work at the Iron Works steadily increases and they are receiving orders from many mining men and mill companies, that heretofore have sent away for their iron and steel casting and machinery work. Since the Grants Pass Iron & Steel Works was opened for work last spring its business has steadily increased and there is every prospect that this industrial establishment will build up until it will have a large payroll and be one of the leading factors in the prosperity of Grants Pass. As a new venture it needs all the substantial assistance that can be given it by persons interested in the upbuilding of Grants Pass and of Josephine county.

Persons desiring stenographic and typewriting done correctly, as to grammar, spelling and punctuation, and neatly can have their work done by Miss M. A. Barrett, at the Courier office. Business correspondence and papers strictly confidential. Miss Barrett fully understands all classes of commercial and legal work and her prices are reasonable.

MICHIGAN MINE TO HAVE STAMP MILL

Manager Sowers Goes East to Attend a Meeting of the Directors.

Manager R. L. Sowers, of the Michigan Mining Company, completed last week an examination of the various quartz mills in operation in this district with a view of ascertaining the strong features of the various kinds of machinery in use so that he may be able to better select a mill for his mine. He will leave for his home at Charlotte, Mich., next week to attend a meeting of the directors of his company, all of whom reside in that place, when it will be decided as to the machinery that will be added to complete the equipment of their mill. The Michigan mine is lacking only stamps, concentrators and a compressor and power drills to make it one of the best equipped mines in Southern Oregon. These Managers Sowers expects to get installed and the mine in operation this fall. Of the equipment now in place there is a 90 H. P. boiler and a 65 H. P. engine, a hoist that is able to lift 30 tons and could handle ore from a depth of 3000 feet. Located on the Applegate river bank is a pump house and a pump with a 25 H. P. boiler with which to operate it. This pump is capable of forcing 200 gallons of water a minute to the mine, a distance of 270 feet and a height of 295 feet. There is quite a village of houses about the mine, which include a mess house, bunk house and dwellings for the men with families.

Development work has been carried on for some time and the main shaft is now down to a depth of 150 feet. The vein has been cut at the 70 and the 140 foot level. The lower depth showing it to be gaining in width, it being about seven feet at that point. The ore is largely free milling and the values are very satisfactory to the Company. Over 500 tons of ore are in the bins and the mill building is all ready for the installation of the stamps. It was expected to have put the mine in operation this spring but a mill that was put up did not give satisfaction and will be removed.

Manager Sowers expects to be gone about six weeks and during his absence the mine will be in charge of C. K. Wilder, Mrs. Sowers and daughter, who have been here since spring, will return with Mr. Sowers to their home in Charlotte.

Old Talking Machines and Records

taken in part payment for new ones at

Paddock's Bicycle Den...

Rev. W. L. Riley, L. L. D., Cuba, New York, writes: "After 15 days of excruciating pain from sciatic rheumatism, under various treatments, I was induced to try Ballard's Snow Liniment; the first application giving my first relief and the second entire relief. I can give it unqualified recommendation." - 25c, 50c, \$1.00 at Model Drug Store and at Rotermund's.

Curse Sciatica.

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