

# Rogue River Courier.

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## TAX COLLECTING TO BEGIN NEXT MONDAY

**Big Rebate on Taxes Paid by March 15—Assessor Fallin Preparing for the Next Assessment.**

Tax paying time for Josephine county will begin Monday, February 13, and all who pay their taxes before March 15, will get a rebate of 3 per cent. If half is paid by April 3, the other half can stand until the first Monday in October, but no rebate is given on the half that is paid before the first Monday in April, nor is there interest charged on the deferred payment. If no payment is made by the first Monday in April then a penalty of 10 per cent is added to the amount of the taxes and a further penalty of 1 per cent a month is charged up to the delinquent until the taxes are paid. The delinquent tax roll will be made up after the first Monday in October, and after having been advertised the property will be sold, the owner being permitted to redeem it by paying the taxes, interest and costs.

County Clerk S. F. Cheshire will have the duplicate roll completed this week, with the amount of every man's taxes given on it, and it will also show the several funds that are to be credited from the collections, these embracing state, county, school, road, city and school district levies. This roll will be turned over to Sheriff Lewis Saturday and Monday the rush of taxpayers will begin as all that are able will want to pay so as to get the 3 per cent discount, which is quite an item to the large taxpayers.

The tax roll for 1905, on which taxes are now to be collected, amounts to \$4,202,380. The various tax levies to be collected on this roll are state tax 1.4 mills, county tax 6.7 mills, county school and library 4.6 mills, road 2.3 mills, Grants Pass city 3 mills, school district No. 1, Selma, 2 mills; No. 3, Kerby, 2 mills; No. 7, Grants Pass, 7 mills; No. 10, Laurel Grove, 4 mills; No. 11, Leland, 4 mills; No. 17, Robertson, 2 mills; No. 19, Lee, 1 mill; No. 23, Lucky Queen, 1.2 mills; No. 34, Lower Gave Creek, 2 mills.

The state tax for this year will amount to \$5,225. For last year it amounted to nearly \$10,000 and for 1904 nearly \$11,000.

Jackson county on a valuation of \$12,713,024 has a levy of 4.5 mills county, .08 mill for road, 2.6 mills for school, 1.6 mills for state, making a total of 10.7 mills. This will raise about \$117,000. Ashland has a city tax of 8.1-2 mills and a school tax of 5 mills, making a total including the county, on city property of 23.5 mills.

Medford has a city levy of 7 mills and a school levy of 4.5 mills making a total of city and county of 21 mills. Grants Pass has a total of 23 mills, of this 3 mills is city, 7 mills school and 13 county and state. Portland's total tax levy is 14.8 mills on a valuation of \$131,197,561.

County Assessor W. H. Fallin is now preparing his blanks for the 1906 assessment and will have all in readiness to begin the work on March 1st as provided by law. He has engaged G. A. Savage to assist him for this year. As there is no census or other extra work to be done Mr. Savage will be the only deputy, he and Assessor Fallin being able to do both the field and office work in time for the meeting of the board of equalization which will be about the first of October. Mr. Savage has been a successful school teacher and been a resident of the county for several years and is both well acquainted with property values and has the ability to be a competent deputy.

Assessor Fallin has adopted a new method of securing the list of new buildings and other improvements that have been made in Grants Pass since the last assessment was made that is proving successful and which prevents the liability of property escaping assessment, as was frequently the case under the old system. In making the assessment of lots in Grants Pass the numbers and owners names are taken from the county records, and judging by the location the assessor fixes the valuation. The improvements can only be judged by a personal examination of the property. Assessor Fallin prepared a map of the city showing all the lots and the location of buildings. Each February before beginning his assessment he takes his map and goes over the city street by street and marks down all new buildings, and makes a note of their size and value. This is of

special value in assessing lots belonging to non-residents, for buildings are frequently erected on these lots and the assessor may not learn of it for a year or two.

In fixing valuations on the roll of 1905 Assessor Fallin almost doubled the total of the roll over that of 1904, raising property to more nearly representing its cash value. As now on the roll valuations are yet far below actual cash worth. The Southern Pacific roadbed was assessed at \$10,000 a mile, when it is fully worth \$50,000 a mile, for that was the valuation placed on the Astoria & Columbia River Railroad, a local road between Astoria and Portland, when it was recently sold. The railroad lands were assessed at \$2.50 and \$5.00 an acre, though there are thousands of acres of the company's timber, mineral and farm land in Josephine county that are worth from \$10 to \$100 an acre. As an instance there is a tract of rich river bottom land, adjoining Grants Pass townsite on the east, belonging to the railroad company that would readily sell for \$150 an acre, though assessed at but \$5 an acre. Farm lands and other classes of property are yet rated much below cash value on the assessment roll, and it will be the policy of Assessor Fallin, if permitted by the other members of the board of equalization, who are the county judge and clerk, to still further advance valuations until all property shall be assessed at its real worth.

For the first time in the history of Josephine county land will be assessed at a fixed percentage of its value. The county court employed early last Fall J. M. Sites of Williams, one of the most expert timber cruisers in Southern Oregon, to cruise all timber land in the county, both railroad and private owned. He will also value all other railroad and speculator land. The farm land will be valued by Assessor Fallin. When this new schedule is made up all land in Josephine county will be assessed at approximately its cash value. This cruising may give a surprise to many persons who have taken up timber claims, for if they find their land assessed at about \$1.50 an acre it will be proof that they are the luckless owner of a tract of brush or barren rocks, while if their land is valued on the tax roll at about \$30 an acre they can rest assured that they have a fine piece of timber that will bring them a fortune when macadamized roads and electric railroads give cheap transportation to market for the thousands of acres of fine timber, in Josephine county.

## EASTERNS WANT TO LEARN OF GRANTS PASS

**Can get Pamphlets About Jackson County, but not of Josephine.**

That Grants Pass is woefully lacking in suitable advertising matter with which to supply the hundreds of homeseekers in the Eastern States who are continually writing for information in regard to this vicinity is forcibly brought out in the following letter which was received by Jos. Moss a few days ago from Pennsylvania. This county should have a comprehensive pamphlet of small size suitable for mailing in an ordinary envelope and containing such information as is constantly asked for by intending settlers:

Dear Sir: I received yours of the 24th and will say that I intend to locate in the Rogue River Valley, myself and several friends have been trying to get some information about your section but have not received any yet except what you have sent. We have got a bushel of illustrated matter from Medford, Ashland and Jacksonville, but have received none from Grants Pass and that is where we intend to locate if we can get any information. Please let us know what the lay of the country is around Grants Pass; we want a place for a nice home and mixed farming. Some of us want 100 acres and some want 50 and 75 acres, partly improved and improved places, and close to city and on the river if possible. What kind of soil have you there and can crops be grown without irrigation? Explain the water rights in your circular. Have you any snakes and what kind and are they troublesome? Give us all the information you can. I intend to come out as soon as the weather breaks up if I can.

Bert Barnes, the jeweler, whose shop is in the Clemens block on North Sixth street, is doing his full part to keep pace with the growth of Grants Pass. He has enlarged his space and put in a second work bench and employed M. Mansfield to assist him with his work. Mr. Mansfield is an industrious, capable young man, and is well known to the residents of this city as a first-class jeweler.

## TO HAUL SAW LOGS TO GRANTS PASS

**Railroads to Illinois, Applegate. Jump-off-Joe Valleys Make Good Market for Timber.**

If we had a sawmill in Grants Pass that would cut 500,000 feet of lumber daily, it would take over 15 years to harvest our present crop of timber. What would be the results, and how can we make it possible to have 300,000 feet of logs cut into lumber daily within the city of Grants Pass?

These are momentous questions, but they can be answered. It is the history of all lumbering districts that sawlogs can be procured cheaper delivered by railroad and water, where conditions are favorable, from the ranchers and property holders along such railroads or rivers than by other methods of lumbering. Why? Because the ranchers, while clearing have a few or several hundred thousand feet of timber that must be removed. They can fall a tree and cut it into log lengths haul it a mile to a railroad and load on the cars nearly as cheap as to pile and burn them. There would not be a dollar per thousand difference to the rancher; therefore anything he got in excess of one dollar a thousand would be profit to him. Moreover, he would feel better in knowing that his timber had gone into the commercial world and into the channels of trade instead of up in smoke.

There are a great many ranchers who have a bunch of timber here and there not large enough for a milling proposition. Under existing conditions such tracts of timber stand indefinitely awaiting a market. At the same time the rancher has idle horses which could as well be employed hauling logs to the railroad. He has sons also who have plenty of leisure time during the year to cut and put from 100,000 to 1,000,000 feet of logs on the cars annually; and their expense would not be much. In all timbered localities where people are struggling to build homes it is very helpful and convenient to have a market for their timber through the agency of a railroad near at hand. The time consumed in handling these logs does not mean so much to them as it means immediate returns for labor done on the farm and in the process of building a home. It is far better for them to be following profitable employment at home, especially when it is in the direct line of improvement, than to be obliged to go away and earn day's wages; while away, the improvements on the ranch will run down instead of building up. In this way, through the agency of a railroad into the timbered districts, the rancher is given employment at home both for himself, his boys and his hired men the whole year through. Thus the rancher becomes more prosperous, and his prosperity means the prosperity of the merchant.

Another benefit, and a direct one to the sawmill man, by purchasing the timber of the ranchman, is that he can secure any kind of timber desired to fill immediate order. When he wants sugar pine, he can contract for sugar pine, thus enabling him to run his mill every month in the year and cutting only such lumber as the market demands. This puts the mill man in close touch with all available timber the whole length of the logging railway; while by existing methods he is compelled to employ crews and teams at enormous expenses to cut and haul the logs for miles, and also being obliged to purchase a tract of timber at from 75 cents to \$2 per thousand sawlogs. Mill men will agree with me that the average lumber men and loggers work more for the salary than to get logs to the mill.

When the sawmill man goes into big blocks of timber he has confronting him the problem of hauling his lumber to market. And this problem is an entirely separate one from that of logging and sawing. He is also obliged to burn his slabs, which, if cut in town, could be converted into stove wood to good profit. The cost of hauling lumber to market here ranges from \$2 to \$5 per thousand feet, price being governed by distance and road conditions.

The sale of the third grade lumber, the slabwood and the sawdust, all burned in the refuse heap at the country mills, would amount to fully half of the freight charges on the logs, thus delivering lumber in Grants Pass for half what it would cost were the mills located in the country. So we now find the same problems

confronting us here in Josephine county as has confronted every timbered locality in the United States. The rancher has the timber that he must make some disposition of—he most remove it in order to clear his ranch. The rancher has his teams with which to haul, which from his standpoint costs him practically nothing, while the mill man is obliged to hire and pay big wages for his work. The rancher and his sons can do their work without an overseer while the mill man must have his work well managed by superintendents. The rancher already has roads, while the mill man must build all his own roads, and for the special purpose of reaching the timber. The rancher and his help while getting out timber are at home and on very little expense, while the mill man must go to the expense of building a camp and properly equipping it. When the rancher has put his million feet of timber on the cars, the logs are rolled to market without further delay while the mill man, with his mill in the country, still has the most serious end of the problem to solve—that of hauling the lumber to market, employing four and six teams, or road engines; such work bringing no end of trouble in the breaking down of wagons, sick horses, wet weather and bad roads, breaking down of bridges, and many other familiar things to the lumber hauler.

We all know how lumbering has been carried on since the beginning of the industry in Josephine County. It has always been the same expensive proposition. Why not now make a change? Why not encourage our mill men to move their mills to Grants Pass? A generous land holder is now offering very desirable mill sites in Grants Pass free.

There is no doubt but that satisfactory arrangements could be made with the company which proposes to build a railway from Grants Pass to Crescent City to use the same bridge and a portion of the track as a logging railroad. That portion of it could be used for such use and from that point run a logging road up Applegate river. And in the building of such a logging railroad no great expense need be gone to, if the same methods are followed here by the Grants Pass & Western Railway as are followed in other sections where railroads are built for immediate use and for similar purposes. Blast out the stumps, put down the ties and lay the steel; then put on the logging train and set the business going. Use the profits to build the road. Logging cars are built gillguts to allow them to run over irregular track. Locomotives are constructed for operation on the same kind of road. But few boxcars would be needed the first year. Special ore cars can be procured for the hauling of ore over rough track. The passenger, express and mail traffic of each train would more than pay running expenses of such trains. At the same time each train could bring in 100,000 feet of logs, and by making two trips a day would land 200,000 feet of logs to our mills in Grants Pass daily. At \$2 a thousand freight it would make a net profit for the road of \$400 a day (besides the transportation of ores) and \$12,000 a month, or \$144,000 annually. This profit alone would build and equip two miles of road each month, or 24 miles a year, and by so managing, in two years the citizens of Grants Pass can own a fully equipped road through the Applegate Valley to the Blue Ledge mine and have it free from all debt, and no danger of any company transferring the stock in any way that would retard the development of Grants Pass.

What would such a proposition mean for Grants Pass? Can we afford to sleep on our oars at this time? If we had eight small mills operating in Grants Pass, cutting 25,000 feet of lumber each, daily, instead of the 12 or 13 that are now scattered through the woods, these mills, through the agency of such a railroad as is proposed, would soon enlarge their capacity to 100,000 feet each daily. They could do this because they would be able to procure their logs at much less cost than they must pay now by present methods. And what would that mean for Grants Pass?

Logs can be bought of ranchers, delivered on board logging trains, for at least \$3 per thousand feet. While the Applegate Boom & Lumber Co. were operating they bought a large per cent of their logs at \$2.50 per thousand dumped in the river. Freight to Grants Pass would be about \$2 per thousand, making the total cost of logs, delivered on mill man's dock in town, only \$5 per thousand feet. Then, since it would be so much better for the city and county to have

such a logging road into the timber and to have our sawmills in town instead of scattering through the woods, why not bring such a condition about? This being the first step toward making Grants Pass a manufacturing center.

Besides the timber there are many other things to consider and industries to foster by the building of such a road. What would it mean to Grants Pass? Making a prophecy on the basis of what other towns have become by similar development, it can be conservatively stated that with such a road Grants Pass would soon be a city of 15,000 or 20,000 inhabitants instead of 4000. Above the fact that our surrounding country would be developed, industries fostered and other enterprises encouraged, would be the pay roll and its distribution by the 1000 or more men employed here in town, and an even greater number employed lucratively.

This is no idle dream. It is only a little sketch of our wonderful possibilities. It remains for us to put our shoulders to the wheel and push the Grants Pass & Western railroad movement that is now on. Now is the time for action. NOW!

W. B. SHERMAN.

## Pioneer Merchant Visits Grants Pass.

D. H. Miller of Medford was in Grants Pass Monday and Tuesday on a business trip. Mr. Miller opened the first hardware store in Medford and was continuously in that business until last year when he sold out, having made a competency and he is now giving his time to his investments. Mr. Miller is now serving his second term as treasurer of Jackson county, being elected on the democrat ticket in a strong republican county.

Mr. Miller stated that County Clerk John S. Orth would have the duplicate tax roll for Jackson county completed next week and that Sheriff Joseph M. Rader would begin to collect taxes on February 20.

## TEACHERS EXAMINATION BEGINS WEDNESDAY

**Low Wages and Short Terms Make Scarcity of Teachers—Teachers Wanted.**

The semi-annual examination for teachers for Josephine county will begin at the court house in Grants Pass next Wednesday at 9 a. m. The examination will be for both county and state papers and will continue until Saturday. Supt. Savage expects that there will be a large attendance of applicants as there is a scarcity of teachers in the county.

The cause for this scarcity of teachers is that wages have not been raised while for the past five years the cost of living has steadily gone up. Wages in other vocations being good teachers leave the school room at the first opportunity. The short terms of the schools is another big factor in depleting the ranks of teachers for most of the districts of the county have but four to five months of school, a few have seven and eight months and only Grants Pass and one or two other districts have nine months.

Of present vacancies Wilderville wants a man teacher, Woodville wants two teachers and Wimer wants a teacher. A teacher has been secured for the Jewell district, Stephen Jewell having been hired and a four months term will begin on February 19.

In the Hugo district Miss Ethel Newell closed a four months term with January and so well pleased were the patrons of the school with her work that they hired her for an additional three months, levying a special tax on the district to raise the required funds to pay the salary.

Placer blanks at the Courier office.

THESE PRICES ARE SPECIAL AND FOR THE TIME SPECIFIED. THE GOODS CAN NOT LAST LONG. A LOOK WILL CONVINCED YOU THAT OUR VALUES ARE UNEQUALLED.

# 30-DAY SALE -30

From January 15th to February 15th

.....SPECIALS.....

- All Ingrain Wall Papers 25¢ per Bolt of 3 Rolls
- All Pillows 20% Discount—that means
  - Pillows formerly \$1.00 now .80c
  - " " " 1.50 " \$1.20
  - " " " 2.00 " 1.60
  - " " " 4.00 " 3.20
 Sofa Pillows included.
- All Air-Tight Heaters 33 1/3% Discount
  - Heaters formerly \$7.50 now \$5.00
  - " " " 5.50 " 3.67
- Cook Stoves Regular \$15.00, Special \$12.90
- Dinner ware, Blue and White, 20 per cent off.
- 1 lot 30x60 Rugs, regular \$1.50 and \$2.00 **\$1.00**  
Some shopworn, to close at.....
- 1 lot Cotton Carpet, regular staple goods. We have too much; regular 48c, now **35c**
- Cut Glass—33 1/3 per cent Discount, that means goods that sold for \$5.00 are now \$3.54.
- Range Cook Stoves, with reservoir, regular \$30.00, now \$23.50.
- Trunks—\$9.00 Trunks for \$6.50.
- Oak Upright Folding Beds regular \$22.00, no **\$17.60**
- Mahogany Finish Suits 3 pieces—
  - Bed, Dresser and Commode, large French bevel plate mirrors, regular \$35.00..... **\$27.50**
- Solid Quartered Oak Buffet—
  - Polished French bevel plate mirror, regular \$37.50..... **\$27.85**
- Solid Quartered Oak Chiffoniers—
  - Polished large French bevel plate mirror, regular \$26.00, for..... **\$21.65**
- Lace Curtains 25 per cent discount
- Portieres, 20 per cent discount
- Table Covers, 25 per cent discount
- Picture Frames, 20 per cent discount
- Picture Mouldings—A choice selection, bring in your pictures.

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