

Weekly Rogue River Courier
COUNTY OFFICIAL PAPER.

A. E. Voorhies, Proprietor
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FRIDAY, MAY 3, 1912.

HAVE DISGRACED A HIGH POSITION.

In this campaign the people of these United States have, within the past few days, been treated to something entirely new in personal presidential politics. Way down in old Massachusetts the president of the United States and also an ex-president—regardless of their high positions, past or present—indulged in acrimonious debate of the Billingsgate order. Of course the rabble howled with delight, but every decent man hung his head in very shame. It cannot be said that one was worse than the other, but separately and collectively they were a disgrace to the high office which one had filled and the other is occupying. The whole American people will agree to the conclusions above set forth.

It is time for those who respect the traditions of the great republican party and who have a high conception of what is due the positions occupied by Lincoln and Grant, to look about for a suitable candidate to be brought before the convention, which will meet in Chicago next June. They can afford to drop these men who neither respect themselves nor those who have honored them in the past with their support. It is time the people teach these candidates a lesson, which will be remembered. The rank and file of the republican party are ready to say, "Further nominations are in order." Thank God the republican party has great men who have not disgraced themselves.

POTATOES A PROFITABLE CROP.

The Courier, recognizing the importance of raising potatoes in this section, has been anxious to get the methods of growers who have been successful in producing this crop and to this end it has solicited short, practical articles so as to help those with less experience in this branch of agriculture. We print a communication from C. H. Elsmann, one of our best known potato growers. His success in raising this important tuber justifies the Courier in commending his methods of cultivation, which will be found below:

Grants Pass, Oregon, May 6, 1912.

The editor of The Courier asked me last week to write him my experience in raising potatoes, and I will endeavor to do so as accurately as possible.

The experience of many growers in this section in past years has given rise to the idea that this is not a tuber country. But it is my opinion that the sandy loam soil here is especially adapted for this crop. It is very possible that there are other soils just as suitable, but as my experience has been only with the sandy loam, that is all I can honestly endorse.

I will outline, as nearly as possible, my plan of caring for the crop.

It is advisable to have the soil rich and porous. One that has been in alfalfa for a few years is very good. If you haven't had alfalfa, use a good fertilizer before planting time.

We plow our ground in the fall and let it lie rough during the winter. Along through April we occasionally harrow or spring-tooth the ground. About the first of May we plow the second time to a depth of at least a foot. After plowing we thoroughly pulverize and work the ground before planting.

Between two and three weeks after this treatment of the soil is, in

my estimation, the best time to plant. In this locality, for late potatoes. We plant our rows about three and a half feet apart, allowing about seven-eighths inches between the hills, and about four or five inches deep.

After the plants appear above the ground we use the harrow about three times the first week. Immediately after this we cultivate twice, a week apart. After this we give them no attention until the vines begin to show signs of needing water.

We then make a deep furrow with a twelve-inch plow between each row and run the water through once every week, until the potatoes are ripening. We do not cultivate again after we have started irrigation.

I believe it very essential not to put on too much water at one time. The soil needs only to be kept moist. Too much water will cause rust.

In regard to our seed, we try to make a very careful selection, using only medium-sized potatoes, smooth and well-formed. We cut these into pieces containing from two to four eyes. If there is any indication of scab we dip them into formaldehyde before planting. We have found the Burbank to be the best and most profitable variety to raise, though the King is also good.

We have followed this plan in caring for our crop for the past several years and have so far met with success, raising as high as three hundred sacks per acre. The quality, as well as the quantity, is very good. We have found them superior to the famous "Willamette Burbanks."

LET US DO OUR PART.

Some wise man said a long time ago that "God made the country, but man made the town." Those interested in building up this city will do well to remember that, if we are to have a payroll here, God has done his part by furnishing millions upon millions of feet of the finest lumber in the world almost within sight of our city and there is an active demand for it if we will bring it to market.

The maker of the universe has also placed in the country millions of dollars' worth of copper and gold, ready for mining and milling. If we do our part we will have here large sawmills and lumber manufacturing plants and also smelters and great reduction works. Let us not longer stand idly by, but take up the work of developing our county, which God has given us, and build here a town worthy of the name of Grants Pass.

COMPROMISE GOOD ROADS BILLS.

What is known as the "Compromise Good Roads Bills" are occupying the attention of quite a number of the newspapers throughout the state. These bills are to be voted on at the general election this fall. It is to be hoped that those having the bills in charge will give the people an opportunity to not only read but carefully study them. In this matter, we should act for the best interests of the state at large and of the counties in general.

It is very gratifying to note the fact that some of our Josephine county farmers are this spring doing things on a large scale. Among the number may be mentioned the Leonard Orchard Co., The Country Club orchards, The Sunshine Ranch of Charles E. Wise, Sunset Country Club orchards, and a dozen or more of the large concerns of the county.

CAR SEED POTATOES FOR LEONARD ORCHARD.

One carload of seed potatoes are now on the side track of the Southern Pacific and another carload is enroute to Grants Pass. These potatoes are for the Leonard Orchard Co., who are planting 100 acres this year. The seed is of the Burbank variety and comes from Woodburn, Ore., which section raises as high grade potatoes as can be found in the state.

CITY ENGINEER OUTLINES PROPOSED IMPROVEMENTS

To the Editor of The Courier:

Sir: Complying with your request, I beg to outline as briefly as possible, the condition of general improvements as contemplated by the administration for the year 1912.

Notice to property owners of assessment for the improvement of Evelyn avenue from Sixth street to Washington boulevard, north along Washington to Manzanita avenue, west along Manzanita to Lawnridge avenue and north along Lawnridge to the city limits, have already been posted, and it is expected that contracts for construction work on these streets will be let about June 1. In order that these improvements may be carried out, it is necessary that a concrete conduit along the water course of Skunk creek, on the south side of Evelyn avenue, be constructed at a probable cost of \$1,900. This work has been approved by the city council and the work is being pushed as rapidly as possible, under the supervision of the street superintendent. These improvements should all be completed by August 1, and when completed there will be a hard surface roadway, concrete curbs and gutters and all necessary catch basins, inlets and storm sewers, from the northerly limit of the city to the Rogue river bridge at the foot of Sixth street, a distance of about two miles, and this connects with the county road macadam extending several miles into the country.

The roadway proper consists of oil macadam from gutter to gutter, a width of 36 feet, including the two feet on either side, of concrete gutter, except for a distance of 600 feet along Washington boulevard, which is to be a double roadway 18 feet in width with a forty-foot parking strip along the center of the street, which is 100 feet in width. It has been agreed by the abutting property owners to employ an experienced man to beautify this parking strip and to keep it in condition in harmony with the surrounding private improvements and the street in general. The estimated cost of these improvements completed, is approximately \$35,000, based upon the price of cement sidewalk at 13 cents per square foot, curb and gutter combined at 75 cents per lineal foot, excavation at 40 cents per cubic yard, and pavement at \$1.15 per square yard of street area.

The pavement proposed under these plans, is a style designed for residence and business districts where only a moderately heavy traffic is contemplated, outside of the heavy trucking districts.

The specifications for this pavement are prepared to suit the local conditions, from standard specifications as adopted by the highway commissions of a number of eastern and middle western states, as also a majority of the cities and towns of California. It is essentially a water proof, hard surface pavement, six inches thick, composed of crushed rock, stone chips, and asphaltic binder applied by what is known as the penetration method, and may be laid at a cost not exceeding \$1.15 per square yard.

In competition with these specifications it is expected that bids will be submitted upon a pavement where in the crushed rock, stone chips and asphaltic binder is to be mixed by a mechanical mixing plant before being hauled to the street and there spread and rolled while hot. This latter form of paving is estimated to cost about 38 cents per square yard more than the oil macadam. The property owners and a special committee appointed by them to act in conjunction with the city council have investigated the two methods carefully, and have arrived at the conclusion that the oil macadam as originally specified, is the pavement best suited to the conditions for these particular streets.

As soon as a few blocks of this pavement have been laid, sufficient to demonstrate beyond a doubt the true merit of the method, it is the intention of this department to show where there are many miles of the forty within the city limits, along which the natural foundation is such that for a total cost not to exceed 60 cents per running foot of street, a roadway 20 feet in width may be built which will be dustless, mudless, smooth and solid, without any cost for maintenance for a period of 3 to 5 years, and then a cost of six cents per square yard will extend the life of the roadway for three years longer.

Also the writer has no hesitancy in making the statement that at a total cost of eight cents per square yard, the water bound macadam now laid

along Sixth street and I street may be given an application of asphaltic oil by the penetration method, after proper cleansing and scarifying. Hence a waterproof, smooth and dustless roadway good for the traffic of three years, without further cost may be obtained.

The importance and economy of prompt, efficient and sufficient maintenance cannot be overestimated in highway administration. More of the existing road defects of today, whether such be those of comfort, beauty or economy, are due more to improper maintenance than to inefficiency of construction, or to any other cause. It is true that road maintenance contains far less of the spectacular than does construction, yet the importance from a point of economy should not be overlooked for the like of incentive. Again it is true that if the funds in many instances expended over a period of a few years for supposed upkeep were judiciously expended for permanent improvement, suited to the physical conditions, gratifying results would be obtained.

The sewer committee has under advisement the remodeling or possibly the relaying of the Fifth street main sanitary sewer, by increasing the size and depth of the pipe, if found necessary. This sewer was laid about fourteen years ago under very unfavorable conditions, and it is found that the joints were not properly cemented and that the whole line is out of grade; also that roots from shade trees along the street have grown through the joints and greatly decreased the carrying capacity of the system.

Also there is under consideration sewer extensions which will accommodate a number of thickly settled outlying districts heretofore in an exceedingly unsanitary condition.

These things, together with the building of a new city hall, and such other street improvements as are expected to come up later in the summer, constitute the probable changes in the general appearance of the city when this year's work shall have been completed.

Respectfully,
F. E. HOBSON,
City Engineer.

The "Daisy" push cart is sure a "daisy." Rubber tired—reversible. Costs \$2.00. See it at Grants Pass Hardware Co.

New fishing tackle just received at Cramer Bros. It

SCHOOL CHILDREN ENTERTAIN AUDIENCE.

Every available seat in the opera house was occupied Friday night by friends of the public school who enjoy seeing and hearing little people when they appear before the public.

On this occasion nearly 400, the greater number of them from the lower grades, appeared on the program in part songs and descriptive songs, and the full program as printed in Friday's Daily Courier was given under the direction of Miss Helen McAdow, with Mrs. L. L. Herrick at the piano.

The songs were not only a delight to the audience, but the performers seemed to enjoy them as well. The training of a large number of children for any special event is a big undertaking and this event reflected credit on both the instructor and children.

Planet Jr. single wheel hose for \$6 at Cramer Bros. It

Mrs. W. D. Curtis arrived in Grants Pass Tuesday night to spend the summer with her parents, Mr. and Mrs. S. Hammil.

Fireless brooders and lamp brooders at Cramer Bros. It

Vernon Demaree went to Talent this morning to spend the summer on one of the fruit farms in that section.

All that the little chicks need is to be found at Cramer Bros. It

ECLUS POLLOCK

of Grants Pass, Ore.
Regular Republican Nominee for

ASSESSOR JOSEPHINE COUNTY

Present Incumbent.

W. M. CHESHIRE

of Grants Pass, Ore.
Regular Democratic Nominee for

SHERIFF

Slight years in sheriff's office as deputy.

GRANTS PASS FRIDAY, MAY 24



SELLS FLOTO CIRCUS
CIRCUS WITH 1001 WONDERS
25¢ TO SEE ALL
Free Circus Street Parade 10:30 a.m.
9 bands, 250 horses, open dens of wild animals—elephants, camels—400 people of all climes in native costumes will be shown in parade.
Two shows daily—afternoon at 2, night at 8, doors open at 7 and 7 p.m. Waterproof tents. Admission 25 cents to see it.

Do You Want A Beautiful Home Then Investigate Laurel Crest

the new suburban subdivision, overlooking Grants Pass; many nice shade trees, good soil, and under irrigation ditch, in the center of what is destined to be the most beautiful residence section of the city.

First purchasers will secure best bargains. Lots on sale by

Nellie O. Miller, Owner
109 N. 6th Street.

ROSEBURG STRAWBERRY CARNIVAL MAY 16-17-18

The Fourth Annual Strawberry Carnival at Roseburg will be held on the above dates, and the



will sell round trip tickets from all points on its lines at

ONE AND ONE-THIRD FARE

Tickets on sale May 16-17-18 with final return limit of May 20th. For further particulars call on any S. P. agent or write JOHN M. SCOTT, General Passenger Agent, Portland, Oregon.

BEFORE YOU BUY, LEARN WHY.



Is the easiest running, largest selling high grade bicycle made. MILES McINTYRE, Agent.

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