

Rayo LANTERNS



Safe for the Stable

YOU can use a Rayo Lantern in the stable or anywhere with absolute confidence. It won't smoke, or smell, or leak, or blow out.

It gives a clear, bright light. It is strong and durable. It will stand hard usage. Easy to light. Easy to clean and rewick.

At Dealers Everywhere

STANDARD OIL COMPANY

Portland, California, San Francisco

WILL REDUCE LIGHT AND WATER RATES.

The enforcement of the ordinances enacted several months ago making reductions in the rates which it is legal for public service corporations to charge for water and light in this city was the subject of a message from Mayor Smith to the council at its regular session last night.

The mayor has been confined to his home by illness for the past two weeks, and was not present when his message was read Thursday night. In the document the mayor called attention to the fact that the enactment of the ordinance had not been followed by a reduction in rates as charged by the water and light company, and he advised a law that would put the new schedule into force. The message said:

"The question before the city is which is the greater, the city government backed by the ordinances, or the California-Oregon Power Co. and the two members of the common council who voted against this ordinance?"

"A law will not execute itself. There must be back of it authority and some one to execute that authority. In this case we need an ordinance with 'teeth' in it. To that end I recommend the council to enact forthwith an ordinance making it a crime for any officer, agent or employee of any company, corporation or person furnishing electric current or light over any wires strung upon poles erected upon the streets or alleys of the city or carried in mains under the streets of the city whether such poles, wires and mains are erected or constructed with or without the consent of the city, to charge, exact, collect or receive any higher rates for electric light and current than are fixed by the ordinances of the city, and also to provide a penalty for any company, officer, agent or employee who will cut off the supply of current to any consumer who shall tender the charge fixed by the ordinances of this city."

Summing up the argument of his lengthy message, the mayor advised the enactment of such an ordinance as he had proposed, and, second, the submission to the people of the proposition to issue bonds to provide funds to take over the electric transmission lines in the city and for the installation of a municipal plant for generation of electric current, or the purchase of electric current from the company or person that would supply it at the lowest price.

During the course of the message the mayor took occasion to ridicule the recent proposition made the city asking for a forty-year franchise, and also to pay his respects to the "character assassins," "slanders," "franchise-gambiers," "crooks," "liars," etc., who "are attacking those members of the council who are trying to do something for the people. He said that the attacks did not emanate from the corporations that were affected, but from those who thrust themselves in the forefront.

Following the reading of the message Councilman Herzinger said "I resent what is contained in that document. The man who wrote it is nothing but an erratic, cheap-skate politician."

Acting Mayor Stricker rapped for order, and Councilman Clark moved to lay the message on the table. He explained his motion by saying "I do not believe in fostering the candidacy of any man for mayor, and I object to the message on two grounds, first, that a special election as asked for would cost money and the people will vote the proposition down, and secondly because this message is presented to this council simply to get it into the press and further the cause of a cheap politician."

The outcome of the discussion was the carrying through of a motion that provided that no part of the message be considered except such parts as related to the electric light and water propositions, and the city attorney was instructed to prepare an ordinance along the lines of the mayor's recommendations.

The votes of Clark and Daniels were the only ones recorded against the enforcement of the ordinances in question.

AN EXPENSIVE SPARK.

SEATTLE, Nov. 26.—One spark will cost the Great Northern railway \$25,792, if E. M. Brouillette of this city succeeds in proving his contention in a suit filed yesterday. He charges that the spark driven from the smokestack of a Great Northern locomotive lodged on the roof of the Galbraith Bacon warehouse and started a fire which damaged the 31 plaintiffs whom he represents.

Mining blanks at Courier office.

GRANTS PASS WINS FROM MEDFORD IN FOOTBALL.

True to their word, the local football boys "came back" and in a terrific encounter on the high school grounds downed Medford by a score of 9-0. Grants Pass won the toss and Allen chose to receive, but the local boys did not find the opposing line so yielding as in the previous game and the play see-sawed back and forth in the middle of the field for the first quarter. In the next quarter Grants Pass succeeded in working the ball into Medford's territory and on being held in their advance, Webb, the local half and end booted the ball to Medford's line where it was caught and the man thrown back of the posts by Teel, the speedy Grants Pass end, giving the local boys a score of 2-0 at the end of the first half. In the second half the use of the forward pass was practically given up by the local boys who now resorted to straight football, and a consistent and steady march down the field was begun. The local fullback, Moore, going through the center of Medford's line for gains of 8 and 10 yards time after time. The halves also found good holes in the line and made exceptional gains, Spaulding carrying the ball 5 yards on a fourth down for a touchdown. Medford then kicked to Grants Pass and the march on Medford's goal was again taken up although only three minutes of play remained. Time was called with the ball in the middle of the field. Grants Pass' goal was in danger only once, when a Medford end broke loose with a forward pass and successfully eluding the local safety was brought to the ground by Caldwell. Medford could neither gain through the line or around the ends, resorting to open play for their yardage, while the local boys were especially strong in line plunging and, although Cheshire and Teel made good gains on long end runs several times, end runs were generally spoiled. Every man on the local team went into the game with the true do-or-die spirit and certainly every man played the game of his life. Time after time the Grants Pass line-men broke through and nipped played before they were started and the way the halves broke up Medford's much touted forward passes was a delight to watch. Pattillo put up a great game at quarter, especially in the second half, when he used good judgment in ramming the line and finally sent the ball over for the first touchdown a Grants Pass team has scored in many years. Fred Williams refereed the game and Mr. Murphy, football coach at the high school, was umpire.

The line-up was as follows: Grants Pass—Ends, Cheshire, Webb, Teel; guards, Allen (Capt.), Caldwell; tackles, Bixby, Morey; half backs, Webb, Cheshire, Spaulding; full, Moore; quarter, Pattillo; center, Cramer.

TALKS ON ADVERTISING TO COURIER READERS.

(By Ralph Kaye.)

Every time you advertise—whether in the newspapers, magazines, billboards, street cars or by word of mouth you give to the public a promise to give a certain commodity or render a certain service for a given consideration.

Woe betide the business man who does not live up to his published promises. The public takes his statements on faith and believes he will live up to them.

If he does make good his promises—he has secured an asset of inestimable value which nobody can take from him—Confidence, public confidence.

Confidence in his goods—his store—his business policy—confidence in himself.

But if he does not make good he is worse off many times than the sudden ending of bankruptcy. Oblivion is merciful.

In time he becomes a derelict drifting in the water of business strangulation, a business leper who will suffer a living death, and not notice his disfigurement as he sinks deeper and deeper into the mire and quick sands of public disgust and mistrust, from where none ever return or care to.

Mrs. Murphy, who has been spending some days in Grants Pass, left Tuesday for her home at Montague, Col.

ROYAL BAKING POWDER

Absolutely Pure

[From a series of elaborate chemical tests.]

Comparative digestibility of food made with different baking powders.

An equal quantity of bread (biscuit) was made with each of two kinds of baking powder—cream of tartar and alum—and submitted separately to the action of the digestive fluid, each for the same length of time.

The percentage of the food digested is shown as follows:

Bread made with Royal Cream of Tartar Powder:

99 Per Cent. Digested

Bread made with alum powder:

67 Per Cent. Digested

Royal Baking Powder raised food is shown to be of greatly superior digestibility and healthfulness.

THANKSGIVING TURKEYS CHEAPEER AT LOS ANGELES.

LOS ANGELES, Nov. 26.—Thanksgiving turkeys are cheaper in Los Angeles today than in many years. Corn-fed birds are quoted at 27 cents a pound and milk-fed at 30. Chickens are lower, also, roasters bringing 28 cents and fryers 25. Ducks and

geese are retailing at 28 cents and rabbits at 30. Vegetables and fruits have dropped a notch below last year's prices. According to produce men, the Thanksgiving day dinner will be purchased this year about 15 per cent cheaper than a year ago.

Artistic Job Work at the Courier

First National Bank Of Southern Oregon

INVITES the accounts of individuals and firms upon a basis of safe and courteous service. Its Working Capital is \$100,000 and total resources over HALF A MILLION, make possible the handling of any banking needs of this community.

This bank has a record of twenty-three years of successful operation.

Grants Pass Banking & Trust Company

A GROWING BANK ACCOUNT INCREASES THE JOY OF LABOR, and lifts the burdens from its shoulders.

WE APPRECIATE

We find it hard to account for some of the new business that comes to us from day to day. We sometimes inquire and learn that some patron has spoken to a friend about the facilities which the bank affords. We certainly appreciate these kind courtesies and take occasion to thank those who have expressed their approval and commendation of our service. We accept deposits subject to check in any amount and pay four per cent interest on savings accounts.

JOSEPHINE COUNTY BANK

Grants Pass Oregon.

PROPOSES BONDING GRANTS PASS FOR A RAILROAD.

To the People of Grants Pass and This Community:

I wish to say a word to the people of Grants Pass apropos the plan to build a railroad from Grants Pass to the coast.

I was the chief directing and distributing official for two years and a half for the Harriman lines in Mexico, during which period there were constructed 800 kilometers—or about 500 miles—of railroad, a railroad that was physically inferior even in its very first year only to such roadbeds as the New York Central and Pennsylvania. Under my authority of execution were handled 40 work trains, 50 locomotives, and 50 train and engine crews; a fleet of ballast cars numbering 500 and ranging from the immense "bottle-ship" and Ledgerwood classes down to those of ten ton capacity, known among hard rock men as the "mosquito flotilla." When no "cribbing" was encountered, track was laid at the rate of from three to four kilometers a day. Fourteen miles of steel bridges were built.

I mention these details to show that I am qualified to speak on the subject of railroad construction—much better, perhaps, than most men in this community. Jim and Ed. Tolin, of Grants Pass, big and practical railroad men, were some of those associated with me in the immense work in Mexico.

At the railroad mass meeting tomorrow night, why should Mr. Fry, Mr. Gilkey, Mr. Carner, Mr. Kinsey, and a score of our other enterprising and wealthy citizens be asked to bear alone the financial burden of financing a railway from Grants Pass for a distance of 70 odd miles to meet the railroad that Mr. Hotchkiss and his partners are to build from Crescent City this way. Why not allow all the people to bear the burden, and, incidentally, to share in the benefits of such an enterprise.

Why not submit at once to the people of Grants Pass a proposition to bond the city for \$200,000, such sum to be used for the immediate construction of a railway from Grants Pass to meet the Hotchkiss project, tapping the Illinois valley and the Swede Basin lumber forests? Such railway, when completed, to make a very low rate on unfinished lumber into Grants Pass, this to be sawed and finished here. It is a well known fact that redwood lumber cannot be finished at tidewater. Such a railway can be constructed from Grants Pass for 25 miles toward the coast at from \$12,000 to \$14,000 per mile. Many members of my political party favor this plan, and it meets the friendly interest and more of such acute business men and "empire builders" as Dr. Reddy, with whom I discussed the plan recently.

If the people of Grants Pass reply affirmatively on the proposition I advocate for the issuance of the bonds, the railroad question would be settled at once and for all, with the entire community—and not only a few—behind it.

However, the approval of the plan to issue bonds would not necessarily mean that the city would have to pay this sum, unless it desired to do so, as when this step was once taken, and railroad construction commenced, offers would come from many financial sources to take over the entire proposition, and the city could then sell out with profit and interest if it desired, or could retain ownership if it desired. Leave the entire matter of this also to the people.

We shall have to have a new water supply some time. But with a rail-

road to the sea, the water situation, when we know and agree on what we want, will quickly be settled and settled right.

When about 15 or 20 miles of railroad have been constructed out of Grants Pass towards tidewater, the rest will be easy. Physical obstacles may be suffered in the ensuing march to offer financial aid toward the completion of the project. Then permit the people to speak on the matter, whether they wish to sell, or retain ownership.

Under my plan actual construction could begin at once, and 20 or 25 miles of track laid by May 1.

The plan I propose is not chimerical—not any more so than Ashland owning its own water supply, or Uncle Sam building and owning the Panama canal.

To a real business man, to a practical railroad man, to a sure-enough financier, to any one who has had knowledge of enterprises really large, this plan is as pellucid as crystal.

Respectfully yours,
T. F. HANLEY.

The largest cash buyer of farm produce in Grants Pass is the American restaurant. The farmers appreciating this ready market for their produce patronize this restaurant for their meals. 9-26-12

ROUND TO GRAND JURY FOR ASSAULT.

ED. GARRETT was brought before Justice Holman Friday afternoon upon complaint of Ed. Allen Sr., who charged him with assault with a deadly weapon, the complaint having grown out of the injuries inflicted upon Allen's son, Geo. Allen, when the latter was badly slashed with a jackknife by Garrett Thursday. Garrett was bound over to the grand jury, with bonds fixed at \$300.

Following the assault, Garrett swore to a complaint charging the three boys implicated with assault and battery, but when the case was called in Justice Holman's court at one o'clock Friday it was continued till the 29th inst.

Young Allen was seriously cut in the affray, the most dangerous wound being the one in the left arm, the muscles being so badly slashed that it may be years before he can recover the entire use of the member. The two other wounds are deep and narrowly escaped penetration to vital places.

"It is a pleasure to tell you that Chamberlain's Cough Remedy is the best cough medicine I have ever used," writes Mrs. Hugh Campbell, of Lavonia, Ga. "I have used it with all my children and the results have been highly satisfactory." For sale by all dealers.

INTERNATIONAL YACHT RACE IN SAN FRANCISCO, 1913.

LOS ANGELES, Nov. 26.—San Francisco will be the scene of the proposed 1913 international yacht race, according to a definite statement by which Sir Thomas Lipton is on record today. Replying to questions by southern California enthusiasts regarding the probability of building a yacht to compete with a syndicate craft here, he replied that the San Francisco race would be the big race of the year so far as he is concerned. It is believed that the southern California yachtsmen now undoubtedly will use the money they have raised to build a yacht to represent Los Angeles in the San Francisco regatta.

Mrs. Sam Christie went to Ashland Monday to spend several days.