

Weekly Rogue River Courier

COUNTY OFFICIAL PAPER.

A. E. Voorhies, Proprietor

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SUBSCRIPTION RATES

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MIGRATORY BIRD LAW.

The State Fish and Game Commission has supplied the following synopsis of the new federal law for the protection of migratory birds, which became effective October 1, superseding all state laws upon the same subjects:—

A daily closed season on all migratory game and insectivorous birds between sunset and sunrise.

A five-year closed season beginning October 1, 1913, on the following game birds: Band-tailed pigeons, little brown, sandhill and whooping cranes, swans, curlews, wood ducks, and all shore birds except black-breasted and golden plover, Wilson or jack snipe, woodcock and greater and lesser yellowlegs.

Open season on ducks, geese, rails, coots, gallinules, from October 1 to January 15, dates inclusive.

Open season on black-breasted and golden plover, Wilson or jack snipe and greater and lesser yellowlegs, from October 1 to December 15, dates inclusive.

All migratory insectivorous birds protected indefinitely.

SWEET CLOVER AS A FARM CROP

Sweet clover, which grows so luxuriantly along rocky river banks and in other localities where practically no other vegetation can get a foothold, has created something of a stir among agriculturists, and the heretofore hated legume now has many warm supporters. Prof. Scudder, agronomist at the agricultural college, is not a great supporter of the possibilities of the clover as a farm crop, however, and sees its chief value as a green manure for the adding of humus and nitrogen to the soil. The professor says:—

"Although livestock will graze upon it when young and make fair use of it as a pasture, and will even consume it as hay when forced to, all animals prefer other pasture and forage to this because of its bitter flavor. There is no question that alfalfa, red clover, alsike clover or vetch are preferred to sweet clover by all livestock, and are superior in feeding value to it.

"The growing of sweet clover is neither less costly nor more certain under unfavorable crop conditions than the legumes named. It costs no more to seed to alfalfa or red clover than it does to sweet clover. Neither will sweet clover endure drouth conditions any better than alfalfa, or the humid conditions of western Oregon any better than red or alsike clover or vetch.

"It has been found that wherever sweet clover is prolific one or more of the valuable legume crops can be grown successfully. The Baltic strains of alfalfa are grown successfully on our dry farming lands throughout eastern and central Oregon where the annual rainfall is ten inches or less and the elevation varies from 1,000 to 4,000 feet above sea level. On the other hand the alfalfa stands the acid soils of western Oregon as well as does the sweet clover.

"As a green manuring crop it makes a very rank growth of straw and rapidly increases the humus and the nitrogen content of the soil. It should be sown in a well prepared seed bed at the rate of 2 to 8 pecks of unhulled seed per acre, depending upon the amount of soil moisture available. It may be sown, with or without a nurse crop, either in the latter part of August or very early in the spring. It should be thoroughly chopped up with a disk, then plowed under and chopped again, in order to

incorporate its organic mass into the soil, thus increasing the rapidity of its decay.

"On a very poor soil where ample moisture is lacking and cultivated crops hardly seem worth while, sweet clover may be sown lightly on a well disked seed bed and then allowed to reseed itself year after year, furnishing a fair amount of pasture and improving the soil conditions. In all cases where it is given a trial it should be guarded closely against spreading as it is likely to become a bad weed pest."

JOSEPHINE'S NEW COUNTY ATTORNEY.

William T. Miller, appointed county attorney of Josephine county by Governor West, is a native of West Virginia, having been born in Raleigh county in 1880. He has been a resident of the state of Oregon for the past 19 years, however, having gone with his parents to Wallowa county on their removal to the west. After completing the course of study in the Wallowa high school, Mr. Miller engaged in the operation of a saw mill, later entering law school at Chattanooga, Tenn., from which institution he graduated with the class of 1910. Returning to Oregon, he continued his professional studies in the state university, and was admitted to the bar in June, 1911. He hung his shingle to the breeze in his home town of Wallowa, where he was in active practice till his removal to Grants Pass in the spring of 1913. Soon after his coming to this city Mr. Miller was commissioned by the state tax commission with the duty of checking up the assessed valuations of Josephine county, his satisfactory services being in a measure responsible for his later recognition by the chief executive of the state, his appointment as county attorney following closely upon the announcement that the measure had been approved by the voters at the Tuesday election. In politics Mr. Miller is a democrat.

JOSEPHINE AT THE BIG FAIR.

The opportunity afforded Josephine county of supplying the two great timbers that are to stand guard at the entrance to the Oregon state building at the 1915 fair in San Francisco offers an excellent chance to exploit one of our chief resources. These giant pines will claim first attention when one approaches the structure. They will occasion comment, and will cause many to inquire into the timber wealth of this southwestern county. In constructing the building the commissioners should also call on this county for blocks of copper ore for the foundation and slabs of marble for the fireplace mantle.

WOULD RE-ARRANGE SCHOOL PERIODS.

There is a waste of at least two years in the present plan of American education. This is the conclusion reached by a committee of prominent educators in a report on "Economy of Time in Education" just issued by the United States Bureau of Education.

This conclusion follows an investigation lasting nearly 10 years by a committee of the National Education Association, of which President James H. Baker of the University of Colorado is chairman. The committee have endeavored to form a plan that would do away with the two-year loss. They propose that six years be assigned to the elementary school instead of eight as at present; that the high school period be from age 12 to 18, divided into two parts, of four and two years each; that college work extend from 18 to 20, or 16 to 20, according to the method of distributing the last two secondary years; and that graduate or professional work at a university cover the years from 20 to 24. This would enable boys and girls to get ample vocational training after the age of 12; it would enable those who go on to college to get through their college work at the age of 20; and it would save the professional man from hav-



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ing to wait until 27 to start his professional career.

The report insists that the present elementary course is too long; that the ground now covered in eight years can be covered just as efficiently in six, allowing secondary work to begin at the age of 12. To save on elementary schooling they urge: "Choose the most important subjects and the most important topics; make a distinction between first-rate facts and principles and tenth-rate. Confine the period of elementary education to mastering the tools of education. Include the last two years of the present elementary school in the period of secondary education and begin the study of foreign languages, elementary algebra, constructive geometry, elementary science, and history two years earlier than at present."

Emphasis is laid on the necessity of concentrating on a few valuable studies: "The great mistake of our education is to suppose that quantity and strain constitute education. Education is a question of doing a few essential things well and without overstrain. The college has committed a grievous mistake in demanding ever more in quantity rather than in quality produced under condition of healthy normal development."

The report takes up the problem of saving time in education from the point of view of the college, the school, and society at large, as well as of the individual pupil; and it contains opinions on every phase of the question from representative school men and the general public.

THE VALLEY'S TWIN NEEDS.

The two requisites for progress and prosperity in southern Oregon have been said to be transportation and irrigation. It would be a toss-up as to which should be given first place as a need, for the demand for each is pressing, and the one is dependent largely upon the other.

The Rogue valley is fortunately situated as regards its climatic conditions. It is neither an arid district where agricultural effort without irrigation makes no returns whatever, nor has it the condition that was accepted as typical of Oregon and that accounted for the "webfoot" trademark. There are some "sub-irrigated" tracts where irrigation probably may not be needed in the valley, and upon nearly all the lands fair returns can be made by following certain dry-farming methods, but it is only by irrigation, and by following intensive farming methods, that the lands can be made to produce equivalent to the values that are placed upon them. Irrigated, and farmed intensively, there is almost no limit to the price that can be safely paid for them, and upon which they will make good returns. Orchards thrive and bear enormous crops without irrigation, but water

intelligently applied even to orchard lands has been seen to hasten the bearing period and to improve the quantity and the quality of the product. Many small individual irrigation plants have been installed, and these have been satisfactory in their way though expensive of maintenance. The need of the valley is an irrigation system that will cover the entire valley, that will make available the water now flowing westward to the sea unappropriated and unclaimed, water that applied to our fertile acres will spell prosperity for the tiller of the soil. There are thousands of acres of valuable lands lying back from the river that will continue to produce only brush and jack rabbits till the water is brought to it. Then it will produce and make traffic for the railroad and the railroad will make its produce valuable. So you see where transportation and irrigation dovetail.

There is the promise that irrigation will not be long delayed. In fact the hope is held out that the ditch diggers may be at work before the new year is many moons old, and the hope seems based upon excellent authority.

OUR FLAG AT SEA.

We had less tonnage under the American flag last year than we had in 1810, more than a century ago. Last year, British ships carried United States imports and exports valued at nearly five times as much as was carried in American vessels. Only ten per cent. of American foreign commerce was carried in American vessels last year.

During the year ending June 30, 1913, more American cargo by \$160,345,475 than in the preceding year was carried by British ships. The mere gain was nearly half the American cargo carried under the American flag.

Once we carried 90 per cent. of our foreign commerce. For 72 years, from 1789 to 1861, the average of foreign commerce carried in our own ships was 80 per cent.

The truth is that the incumbrances and restrictions of our antiquated navigation laws have driven American owned ships into foreign registry. Because of these rules, it takes \$8,000 a year more to operate an average ship under the American flag than an average British ship under the British flag.

It costs an additional \$8,000 a year for the privilege of flying the stars and stripes because an American merchantman must have extra hands, extra officers, must pay additional harbor charges, must comply with ship measurements, and rigorous inspections not required by the Lloyd rules under which the ships of every other nation now sail.

Captain Robert Dollar insists that the extra cost to larger vessels for

flying the American flag is \$13,000 a year.

The humiliating sequel is that the cargo capacity of vessels in American registry is only 900,000 tons, while the cargo capacity of American owned vessels flying under foreign registry is 2,000,000 tons.

Some day we shall modernize our navigation laws.—Journal.

STORM ON LAKES CLAIMS 150 VICTIMS

Chicago, Nov. 13.—Estimates of the number of sailors drowned during Sunday's and Monday's storm on the great lakes reached 150 today. At least 25 big steamships were lost. Of the number of smaller craft which went down and of the extent of the damage to lake ports it was impossible to do more than guess vaguely.

A majority of the fatalities occurred on Lake Huron. The west shore is usually the safest during heavy storms and when the recent blizzard broke many boats put in toward it for safety. The wind, however, shifted and the usually sheltered coast received its full force.

Its violence was such that the stanchest vessels, of recent construction and representing the best in marine architecture, were dashed on the rocks and smashed like egg shells. Anchors failed to hold or engines to make headway against the terrific power of the gale.

Next to Lake Huron the storm was worst on Lake Superior. There, however, the wind did not shift, so that craft reached sheltered places before the storm had reached its prospective point.

The seas were rapidly subsiding to-

day and a systematic search of the shores of all the lakes was begun for wrecks. To the previously published lists there was added today the H. M. Hanna, a modern steel steamship, which the waves piled upon the beach at Point Aux Barques and broke in two.

With the washing ashore of 15 members of its crew, it also became certain that the steamship Charles Price was lost, presumably with its full complement of 28 men.

Two bodies were picked up, too, wearing life belts with the stencil of the steel freighter John McGean, one of the finest boats on the lakes, which, if lost, as it evidently was, would account for 28 more men.

Besides these boats four steel steamships, with crews of 20 men each, were 80 hours overdue on Lake Huron and grave fears were entertained for them.

A score of corpses were washed up on the Lake Huron and Superior shores today.

CHICKEN DINNER FOR 25 CENTS.

Will be served each Saturday and Sunday at the American restaurant, formerly the Good Eats, opposite city band stand, Grants Pass. Prices for other meals as reasonable. Clean rooms and comfortable beds for 25 and 50 cents. Mrs. H. M. Parham, Prop. 6-13-1f

A NIGHT OF TERROR

Few nights are more terrible than that of a mother looking on her child choking and gasping for breath during an attack of croup, and nothing in the house to relieve it. Many mothers have passed nights of terror in this situation. A little forethought will enable you to avoid all this. Chamberlain's Cough Remedy is a certain cure for croup and has never been known to fail. Keep it at hand. For sale by all dealers.



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