

## CENTRAL POINT HERALD

ROYAL E. BEBB, PUBLISHER.  
IRVIN T. BEBB, MANAGER

AN INDEPENDENT local newspaper devoted to the interests of Central Point and the Rogue River Valley.  
PUBLISHED EVERY THURSDAY.  
Subscription price, \$1.50 per year, in advance.

Entered as Second-class matter, May 4 1906, at the Post office at Central Point, Oregon, under the act of Congress of March 3, 1879.

THIS PAPER is kept on file at the DAKA ADVERTISING AGENCY, INC., 427 South Main Street, Los Angeles, and 779 Market Street, San Francisco, where contracts for advertising can be made for it.

## ANNOUNCEMENT.

The Herald publishers take pleasure in announcing that in the future they will have the able assistance of W. A. Crane as associate editor and business partner. Mr. Crane came here from south Texas to take an interest in the Herald. He has had nearly thirty years' practical experience in the newspaper field in western and central western states, and comes to us with unquestioned endorsements as to ability, integrity and honesty, his progressive spirit and his aggressive disposition whenever the interests of the people in common are infringed.

It is the purpose of the Herald management to broaden the field of the paper, making it a county paper in the true sense of the term. Any enterprise having for its purpose the betterment and advancement of any interest in Jackson county will have the cooperation of the Herald; the Herald believes in cooperation in public enterprises, and we also desire your cooperation that we may make the Herald a welcome visitor in every home.

And we hope to be given the support that our business people and friends can afford and be justified in giving, and we assure you we will ever endeavor to merit your good will and confidence.

## AN ANTAGONISTICAL OFFICIAL.

The injury to a community a man clothed with an official garb is capable of accomplishing is brought forcibly to public attention in the following article taken from the Rogue River Courier. Because the State Highway Engineer is "friendly" to the east side highway is not sufficient reason for his making statements that border very closely on untruth. The Courier article follows:

"It has long been known that State Highway Engineer Bowlby was no friend of the Pacific Highway, or at least of that portion of it through the Willamette, Umpqua and Rogue valleys. It has been charged before now that he was "pulling" for the east side route, and new evidence of this activity has just come to light through a letter received in this city from the Automobile Club of Seattle. This organization writes the local Commercial club that it made inquiry of State Highway Engineer Bowlby asking for a road map of Oregon, and that in his reply he made the following statement regarding the Pacific Highway:

"Replying to your letter of March 3, relative to the Pacific Highway in Oregon, will state that the route through the Willamette valley via Grants Pass to Medford will not be in good condition any time this year. It will be passable after the first of June. The best route through Oregon is as follows: From Portland ship the car to The Dalles, thence to Wasco and south through central Oregon through Prineville to Crater Lake to Medford, or directly south to Lakeview; thence down the Pitt river to Redding, where you get the Pacific Highway again."

Commenting upon this letter of the state engineer, the secretary of the Seattle club says that

he had been of the opinion that the Pacific Highway was in a much earlier date than the Bowlby letter would indicate, and he writes to find out if the information given by Mr. Bowlby is correct. Automobilists who have been over the two routes thru Oregon state that there is no comparison between the two, the Pacific Highway being much the better, as is evidenced by the fact that far the greater number of machines come this way. The route through western and southern Oregon is open at an early date in the spring, that date being determined by the condition of the road over the Siskiyou, and not by the road from Grants Pass north, as Bowlby would have the people believe. Last year the first auto through to Grants Pass from the north reached here early in March.

The damage done by the official highway engineer will be but short lived. As soon as a few autos try the eastern route the Pacific Highway will again, as usual, get the travel."

The meter system, both as regards water and lights, seems to the Herald to be the most equitable plan. In fact it believes it to be the only just system. Few, if any, people object to paying for what they get, provided the price is reasonable; but most people do object to paying either directly or indirectly for something they do not get or receive no benefit from. The Herald does not assume to "know it all," and is open to conviction. Whatever action the council takes in our city's affairs the Herald is going to assume the members are actuated by the best of motives; it could hardly believe otherwise—it would have to be shown.

It is both gratifying and encouraging to learn that the people of Jackson county are paying their taxes with more promptness than they did last year. They are doing even better than that; they are not taking advantage of the semi-annual payment plan but paying a full year's taxes and getting the benefit of the three per cent discount. If this is not good evidence of improving conditions we do not know which way to look.

In the death of Count Witte the world loses one of its greatest notables. The people on this continent knew Count Witte by reason of the prominent part he played in negotiating the Russo-Japanese treaty of peace at Portsmouth. He devoted his great energy and superior intellect to bring about a more enlightened civilization in all the Slavic domains. His advanced thought and activities rendered him unpopular with the Russian government and he was forced to retire to private life.

Taxpayers of Rogue River valley should not complain or protest too vigorously about taxes. It were far better to be somewhat burdened with taxes and have the means to pay with than to have a lower tax and nothing with which to liquidate with, as is the case in many localities. Then, too, we should take into consideration the many comforts we enjoy in the way of paved highways and streets, power, lights, sewerage, etc., not enjoyed by people living where taxes are somewhat lower. Conditions are never so bad, you know, but what they might be worse.

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The Herald is pleased to note the activity of the Central Point Commercial Club, or rather, the preparation it is making to get busy and active in the near future. Some of us are sometimes prone to find fault with an organization of this kind. The better plan would be to "jine" the organization and be a booster instead of a knocker.

Germany announces her preparedness to fight until her own terms are assured; the Allies have announced practically the same determination. Instead of asking, "when will this cruel war end?" one might as consistently ask when will it begin in earnest?

The Portland Evening Telegram, now thirty-eight years old, has recently moved into a new building of its own, increased its size, and adopted a new style, one that meets with unanimous approval, especially the new dress of body type, which is one size larger than formerly. The Telegram has long enjoyed the enviable reputation of being one of the most influential and reliable papers on the coast but has been somewhat handicapped by being published in the office of the Oregonian. Under the guiding hand of the aggressive and fearless John F. Carroll and his able co-workers, J. E. and L. R. Wheeler, The Herald believes it has good reason to expect the Telegram to wield a powerful influence for good in Oregon affairs.

What is going to become of man, "poor man?" Here comes a wife asking for a divorce just because hubby would not let her have one boiled egg a day. Unreasonable woman! Such extravagance if persistently persisted would discourage any young man from embarking on that sea that holds such fascination for every young Adonis.

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Reduced fare round trip tickets, permitting stop-overs at all points in either direction, to the Panama Pacific International Exposition, San Francisco, and to the Panama California Exposition, San Diego, on sale every day to Nov. 30

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Ten days' stop-over will be allowed at San Francisco and Los Angeles on one way tickets sold to Eastern Cities when routed via the Southern Pacific.

"California and It's Two World Expositions."

A new booklet describing the trip from Portland to San Diego including the two Expositions, the scenic beauties of Oregon, the Siskiyou and Shasta Mountains, San Francisco, the beach and quiet resorts of California, the San Joaquin Valley and Yosemite National Park. Free on application to nearest Agent.

## SOUTHERN PACIFIC

John M. Scott, General Passenger Agent, Portland, Oregon

## BETTER BUSINESS CONDITIONS.

The legislature has adjourned without enacting any serious reactionary legislation attacking business or industries—it went the other way and gave more attention to constructive politics.

The effort of the legislature as a whole was directed to making it easier for industries, placing fewer burdensome regulations on corporation and capital helping development.

The feeling is growing among the people that big business as well as small business is entitled to profits, and that industries and payrolls are more desirable than agitation and regulation.

If railroads and public utility corporations cannot make money, cannot pay interest on bonds, cannot earn dividends for stockholders, there is no future for this large field of investments.

As the community curbs the initiative of private enterprise, it drives out capital and forces public ownership with increased taxation in nine cases out of ten as the only alternative.

Then why should not legislatures, city and county governments, courts and commissions become constructive and helpful instead of attacking undertakings of private capital?

State, county and city have the right to collective enterprises, but they have no right to drive out or destroy the opportunities for private capital in any legitimate field.

The right of reasonable regulation is conceded, but there is an obligation that this regulation shall be helpful and shall conserve the fountains of prosperity.

Lincoln Beachy, the greatest aviator of the age, met his death Monday at San Francisco when he endeavored to outdo all former feats. By his daring and skill in the execution of feats no other aviator dared to attempt, Beachy won the admiration of millions of people who mourn his death.

The advice of Horace Greeley, "Go West, young man," is as worthy of acceptance today as it was the day that great man gave it. The West is still very young, and, like all youngsters, it cannot escape its growing pains, its awkward period, its know-it-all age, and the mischievous tendencies of youth, but we have the fullest confidence in its ultimate vigorous, healthy, prosperous and broad-minded manhood. Come West, young man.



Here's the best-made .22 rifle in the world!

It's a take-down, convenient to carry and clean. The tool steel working parts cannot wear out. Its Ivory Bead and Rocky Mountain sights are the best set ever furnished on any .22. Has lever action—like a big game rifle; has solid top and side ejection for safety and rapid accurate firing. Beautiful case-hardened finish and superb build and balance. Price, round barrel, \$14.50; octagon, \$16.00. Model 1892, similar, but not take-down, prices, \$15.15 up.

Learn more about all Marlin repeaters. Send 3 stamps postage for the 128-page Marlin catalog.



It pays to reload your shells! Your empty fired shells are the expensive part of factory ammunition. They're as strong and good as new, and it's easy to reload! Merely de-cap and re-cap shell, insert powder, crimp shell on to bullet. You reload 100 .32-40 S. R. cartridges (buying bullets) in 54 hour at total expense 77¢; casting bullets yourself, 28¢; new factory cartridges cost \$2.52. Free—Ideal Hand Book tells all about reloading all rifle, pistol and shotgun ammunition; 160 pages of valuable information; use for 3 stamps postage. The Marlin Firearms Co., 42 Willow St., New Haven, Conn.

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