

FEW COLONISTS DRIFTING IN

Incoming Traffic On Southern Pacific Has Picked Up Considerably

Looking For Good Agriculture Land.

A direct result of the special passenger rates given by all transcontinental railroads to homeseekers in the West has been noticeable in Medford for several days past.

The incoming passenger traffic is greater by far than it was during the summer months, and this increased travel is made up almost entirely of people from eastern and middle western states who are here, some of them, intent upon purchasing homes, in either the city or country, while others are "just looking around" but sure it is there are more of them coming now than have been at any time during the last six or eight months.

Those who are now coming are persons of moderate means, and appear to be good substantial men of sterling qualifications and a thorough business capacity. Most are of the sturdy husbandry type so plentifully seen in the middle western states—men not in search of fancy developed tracts at from \$1000 to \$2500 per acre, but good agricultural land at from \$75 to \$125 an acre—fact not the developed product in orchards but rather a tract susceptible to a moulding, at their hands into a finished orchard, alfalfa or grain product.

Real estate men should forget for a few weeks that they have the larger orchard tracts on their lists and go after these incoming homeseekers with properties of such value as will induce them to put their money into an investment where hard work will later figure as an asset. In other words sell the homeseeker a piece of land at a price which will show him value received and which has a promise of a good margin later on the energy expended.

Aviator Killed.

MANSFIELD, Pa., Sept. 23.—In the presence of an immense crowd, including his wife, "Daredevil" Castellane, the Curtiss aviator, was instantly killed at the fair grounds here yesterday. Castellane's machine turned turtle at a great height and fell to the ground, crushing the aviator under its engine.

Borden Friendly.

HALIFAX, N. S., Sept. 23.—Robert L. Borden, the victor over Sir Wilfrid Laurier in Friday's election, declared here today in a public statement that the friendly relations maintained in the past between the United States and Canada were not in the least impaired by the stand taken at the polls by Canadian voters.

TACOMA, Wn.—A warrant was issued today for the arrest of H. N. White, president of the Standard Paper Company, charging him with the killing of little Pearl Van Horn Wednesday evening as the boy was alighting from a street car. The warrant was sworn out by Police Chief Fraser.

SAN FRANCISCO, Cal.—Count Spiridan Gopcevic, a Polish author, wanted to seek an aspirator by strolling through Golden Gate Park at night. He feared highwaymen, so asked permission to carry a gun. This was denied, squelching his literary efforts.

SEATTLE, Wn.—Word was received here today that divers have recovered the strong box containing \$150,000 in gold bullion which went down with the Steamship Parnona off Spanish Island on the Alaska coast ten days ago. The treasure has been transferred to the Steamer Humboldt and is due to be safely landed in Seattle tomorrow.

A Railroad Collision

An actual collision of railroad locomotives going at the rate of the new Star theatre, Sunday and Monday, September 24 and 25. The railroad company went to an enormous expense to cause this collision in order to determine the amount of damage that would be occasioned when trains were traveling at the rate mentioned. The other pictures to be shown are "The Surgeon's Temptation," one of exceptional power, and a very funny film, "How Algie Captured the Wild Man." This comedy film is full of laughs all the way through. The Star Theatre opens this evening. It is one of the most complete photo playhouses in the state.

Hankins for Health.

What the Passage of the Good Roads Bond Issue Means to Jackson County

A Good Roads Election will be held in this county on Saturday, September 30th, at which the question will be the issuance of One and One-Half Million Dollars worth of Good Road Bonds, the bonds to run twenty years, and to bear interest, payable semi-annually, at the rate of five per cent.

It is proposed to use this money to build, approximately, three hundred to three hundred and fifty miles of first-class high-grade macadamized Good Roads in a carefully-planned trunk line system to cover every section of the county.

The money will be spent, and the work done under the supervision of our county court, ASSISTED AND GOVERNED BY an Advisory Board of five representative citizens, in order that every section of the county may feel safe and sure that it will receive a square deal, AND ITS FAIR SHARE OF GOOD ROADS.

These men have already been named in advance by the county court. They are citizens whose honor, competence and vigilance in the service of their respective communities and the whole county cannot be questioned by any well-meaning man—Benton Bowers of Ashland, Miles Cantrell of Applegate, Frank Brown of Eagle Point, Horace Pelton of Sams Valley, and Sam Mathes of Woodville.

WHAT AUTHORITY WILL THE ADVISORY BOARD HAVE?

Just read the following official statement of the county court, published in the public press on the 19th of this month:

"To the voters of Jackson County: There seems to be a fear on the part of some that the county court in the expenditure of the money to be raised by a bonded indebtedness, should the issue carry, will be paid out by the county court to foreign labor and dissipated in many ways without being applied to the particular uses for which it is to be voted. We, the undersigned members of the county court of Jackson county very earnestly desire that every dollar paid out for wages in the building of roads in Jackson county, shall be paid to American resident laborers. We would like to know that when the million and a half dollars has done the work of building three or four hundred miles of scientific roads in the county that the money which has accomplished the work is yet left among our people.

"We have appointed an advisory board consisting of

"Mr. Benton Bowers of Ashland.

"Mr. Miles Cantrell of Applegate.

"Mr. Samuel Mathis of Woodville, and we promise the people of this county that each member of this

advisory board shall have as full power and control over the expenditure of said fund in saying upon what roads the work shall be done, what salaries shall be paid, etc., as we, the county court, or any member thereof, has in the premises.

"This statement is sent out so as to inform the general public of the facts enumerated and of our purposes and intentions in the matter.

"Dated at Jacksonville, Oregon, this 18th day of September, 1911.

"J. R. NEIL, Judge.

"JAMES OWENS, County Commissioner.

"GEO. L. DAVIS, County Commissioner."

WHAT WILL THE GOOD ROADS COST?

The county court has built this year three pieces of first-class macadamized road. One and one-half miles on the Ashland road, just out of Ashland, cost \$3,995.30 per mile. Half a mile of this road was up Mill hill, a very steep grade. Rock was laid on this road sixteen feet wide fourteen inches deep at center, sloping to eleven inches deep at sides. Ross Avenue, eight-tenths of a mile in length, was macadamized twelve feet wide and ten inches deep at center, at a cost of \$1917.19 (or at the rate of \$2396.39 per mile). The haul here was five miles from the rock crusher at Jacksonville. A stretch of six-tenths miles on the Eagle Point Desert road was macadamized the same as the Ross Avenue road at a cost of \$2325.81 (or at the rate of \$3876.35 per mile). Here there was no old road to work over; the work had to be done from the bottom up, breaking in black sticky soil, grading, ditching, etc., and the macadam on top of all.

This work was all done under the supervision of the county engineer, employed by the county court. The work and the cost speak for themselves. Doesn't it look like sticking to the facts to say that four to five thousand dollars will build a mile of road (on an average) anywhere in Jackson county? More miles of road can be built under that cost than over it, on any route that will ever be laid out in this county—and the county can do its own work, employing local labor and teams, as it has been doing, and so KEEP THE MONEY AT HOME.

WHAT WILL THE BOND ISSUE COST?

One and one-half million dollars, to be secured by the proposed Bond Issue, at an average cost of four to five thousand dollars per mile, will build not less than three hundred to three hundred and fifty miles of Good Macadamized Road.

Our roads cost us last year \$96,974.72, on an assessed valuation of thirty-five million dollars. The figures for this year are as yet incomplete, but it is safe to assume that we will spend as much or more than last year, and next year, when our assessed valuation will, beyond doubt, run as high as forty million dollars, without raising the rate of taxation over that of 1910, there will be at least \$110,000 in the road fund. Each year, as we are going now, the cost of roads will go on increasing, as values go up and more people come in, subdividing present holdings and making more improvements, and so on. AND WE SHALL GET ONLY A LITTLE BIT OF GOOD ROAD EACH YEAR. All the rest of our money will go into the dirt roads. In twenty years, at the present rate of building, we will get Only Sixty Miles of macadamized road.

Now, what shall we have to pay each year for the next twenty years to take care of a million and a half of Good Roads Bonds? ONLY ONE HUNDRED THOUSAND DOLLARS A YEAR! That will give us two million dollars raised by taxation in twenty years, and the SINKING FUND will earn the rest.

One and one-half million dollars in twenty year bonds at five per cent will run up their face value in interest, a total of three million dollars, principal and interest.

One hundred thousand dollars a year, for twenty years, a total of two million dollars, put into a Sinking Fund, and loaned out on Farm Mortgages in Jackson county at Six Per Cent, will earn one million dollars before the bonds come due. That is to say, the interest on the bonds can be paid right along semi-annually out of this Sinking Fund, and the surplus, put out at interest at Only Six Per Cent, compounded, will amount at the time when the bonds are due to the million and a half required to pay the face of the bonds.

Our roads last year cost us nearly a hundred thousand dollars; this year the cost will run at least as high. They are bound to cost us MORE next year, and each year after that MORE AND MORE, if we keep on as we are now doing.

If the bond issue carries, we will get the use of one and one-half million dollars for roads RIGHT AWAY, and the bonds will cost us only one hundred thousand dollars a year for twenty years.

MAINTENANCE.

In addition to this levy of one hundred thousand dollars a year for interest and sinking fund, we shall still have to levy just enough each year to pay for the upkeep of existing roads and for the upkeep of the macadamized roads as built.

Every fair-minded, intelligent citizen ought to know, and in fact does know, that it will cost MUCH LESS each year to maintain a mile of Good Macadamized Road than it now costs to maintain a mile of ordinary dirt road.

Nearly a third of our road cost last year (and this year, too, for that matter) went to "fixing up" our dirt roads. A shovel full of crushed rock will mend any worn spot in a macadamized road—and ten years use of a macadamized road will actually leave it in far better shape than when first built.

Can you let a dirt road lay out of doors for ten years, with only a shovel full of dirt or gravel thrown on it now and then, here and there, and expect to find the road at all at the end of that time?

THINK IT OVER!

THAT "TAX-RAISING" ARGUMENT.

Does it look to you from the above facts that the Bond Issue will raise our taxes? Does it figure up any more money than we shall have to spend anyway, the way we are going now?

Suppose, however, FOR THE SAKE OF ARGUMENT, that the whole hundred thousand dollars a year were to be added to our present taxes, based on our present rate of taxation and our present valuation, without any thought of a reduction of the rate or an increase in the valuation at any time within the next twenty years, what would such an increase amount to for each individual taxpayer? How would it hit the small taxpayer, living in the smaller towns, or trying to make both ends meet and pay for a ranch out in the country, WHERE, BY THE WAY ALL OF THE GOOD ROADS WILL BE BUILT? The county raised by taxation for all purposes this year (1911), on the levy of 1910: \$517,374.46. One hundred thousand dollars is not far from one-fifth of this total; for all practical purposes, we may call it one-fifth. Suppose, that your tax this year was \$25.00. The extra cost to you, then, would figure out \$5.00. Now wouldn't you be GLAD to pay that amount of money every year to swap off the dirt road that goes by your farm for a good year-round hard-surface macadamized road? It would figure out just forty-two cents a month.

If you are now paying \$50 a year in taxes, it would cost you eighty-three cents a month to have Good Roads. If your tax runs up as high now as \$75 a year, then you would have to dig up \$1.25 a month to keep out of hub-deep mud all winter. Wouldn't you gladly pay that much to dodge the mudholes on even just one trip?

THINK IT OVER!

Our New Location

The Southern Oregon Electric Company is now located in the College Block on N. Grape Street.

Southern Oregon Electric Co.



Electric Irons

Price \$4.00

COST OF OPERATION, 3 HOURS, 10 CENTS.

Small Investment
Large Returns

In buying one of these IRONS you get big returns for small investment.

It only takes three (3) minutes to get them hot. To use a little of the western vernacular—they are "there"—that is, "ON THE JOB," all the time.

Get an Electric Iron

and you'll wonder how you ever got along without it.

ROGUE RIVER ELECTRIC CO.

ATTENTION! ATTENTION!

Gold Ray Realty Co.

Wishes to announce that after September 1st, 1911, they will occupy office room No. 101, on second floor of ELECTRIC BUILDING.

WILL HANDLE REAL ESTATE

☑ We are prepared to take listings of all kinds of real estate, ranches, city lots, houses, chattels and property of every description.

MEMBER OF MEDFORD REALTY ASSOCIATION

☑ Being a member of the Medford Realty Association, we solicit your patronage for anything in the line of farm or city property, ranches, leases, options, etc., etc.

☑ We have a large amount of land, suitable for the cultivation of all farm products, all in southern Oregon, which we can offer at prices which will surely interest you.

PROPERTY FOR EXCHANGE

☑ We also have property which we will exchange for outside real estate, ranches, farms, etc. All inquiries will be promptly answered, and we shall be pleased to hear from you either in person or by letter.

☑ GIVE US A CALL.

GOLD RAY REALTY Co.

Room 101, Electric Bldg. Medford, Or.