

PROMISE PAVING OF PACIFIC HIGHWAY IN JACKSON COUNTY

Efforts to pin E. J. Adams, state highway commissioner of Eugene, who will have personal supervision of this section of the state, to a definite promise for the building of the Crater Lake Highway this year, failed Tuesday night when Mr. Adams called for questions following his address at the Star Theater before an audience of good roads enthusiasts.

The Pacific Highway and Columbia highway, stated Mr. Adams are of greatest importance to the state and must be put into a state where they may be used 365 days in the year before attention may be turned seriously to the construction of other arteries or feeders, and he went on record as favoring the immediate completion of the Pacific highway in Jackson county.

The report that S. Benson of Portland, the second state commissioner, favors the construction of the Tiller-Trail cut-off was emphatically denied by Mr. Adams, who read a telegram from Mr. Benson stating that the Tiller cut-off would probably come in time, but would be a development of the future. For the present, the telegram stated, Mr. Benson favors construction of the Pacific and Columbia highways and following that, construction of forest roads, one of the first including Crater Lake road.

Old Promises Kept.

Changing the personnel of the highway commission, stated Mr. Adams, will not invalidate the promises of the old commission. Those counties, particularly Coos, Wasco and other coast counties which have bonded themselves for road construction, will be given help if necessary from funds on hand if the \$6,000,000 bond issue for road improvement is not passed.

For the construction of forest roads in Oregon, under the provisions of the Shackelford bill, about \$25,000 is available, this sum to be matched by the state under the provisions of the Bean-Barrett bill. Mr. Adams when asked whether part of this sum will be used this year for construction of the Crater Lake road stated that personally he is favorable, but that he could not answer for the commission.

Paving in Siskiyou.

Work of paving the Pacific highway in the Siskiyou, according to the plans of the old highway commission, will be continued. This year there is available \$46,000 for the work plus \$19,000 available last year, but not expended. More money will be available for paving in this county if the bond issue is passed, continued Mr. Adams, and is due the county inasmuch as Jackson county was the pioneer in the hard surfacing movement.

Other points on the highway which will be given immediate consideration are the stretches of road through Josephine and Douglas counties which the bill states must be paved "immediately." It will be the endeavor of the commission to place Roberts mountain, Cow Creek canyon and Pass Creek canyon, present bugaboos of motorists, available for all year traffic.

Big Bond Issue.

The \$6,000,000 bond bill was declared by Mr. Adams to be one of the most ingenious and fair bills ever devised. It throws the burden of road improvement on the motorists, who are most benefitted. In this connection he showed where the doubling of the state tax will really put money in the pockets of motorists through doubling their tire mileage and affecting savings in oil, gas and repairs.

Statements of license fees put forward by Mr. Adams show that the number of registrations has increased 33 1-3 per cent each year since 1911. A substantial increase may be expected in the years ahead which figuring at 20 per cent for the next three years, 10 per cent for the following three years and no increase from then on will retire all bonds under the \$6,000,000 issue and in addition during the life of the bonds put \$7,061,086 into the surplus fund for road construction.

A table was also read by Mr. Adams showing the mileage tax on the state if the debt should ever by any remote possibility be assumed by the state. At the highest point it would never reach one mill while during many years it would be one-fiftieth of one mill.

Funds if Bonds Fail.

In event the bond issue does not pass, \$219,000 will be available this year for road construction under the state quarter mill tax. Following the present year the doubled license fees will be available, having been already established at the last legislative session. This money then may be expended as it comes in, the motorist, however, having to pay for the roads for years before they are actually

"PAT" GIVES UP PIGS AND CHICKENS FOR JOURNALISM

S. A. Pattison, formerly proprietor of the Central Point Herald, writes as follows from Heppner, where he has purchased the Heppner Herald, to the editor of the Mail Tribune:

"I hope you will not drop dead from astonishment when you receive this letter. It is one which I should have written nearly four and one-half years ago immediately after leaving Central Point, Medford and the newspaper business. I have not forgotten the nice things said about me in the Mail Tribune on the day of my departure and I realize that the same should have had due acknowledgment at a much earlier date. However, it seemed the dear little pigs and chickens on that beautiful little farm were so insistent for my attention that days slipped into weeks, months, and years while my friends in the outside world were—not forgotten—but neglected.

"I remember something you wrote on that occasion about Pat having a field and now being able to retire to the beautiful and ideal life of the farm, etc., etc. Well, the ideal and the beautiful has been tried out and I am again in the newspaper harness, not rustling like the devil for another of those "competences" which you wrote so beautifully about.

"I gave up farming some time ago with more debts than regrets and March 1 I bought and took charge of this paper, and after being in the grind a week and having gone through the usual thrills of getting out a first issue without a form and only a crippled "devil" I feel so well satisfied that I am sure if I should ever engage in the industry of writing popular songs I shall first paraphrase an old favorite something like this: "D—m the Pigs and Chickens, This is the Life."

"Heppner is a good town, perhaps the best of its size on earth. It is the county seat of Morrow county and is chiefly famous for its flood, its million dollar bank and its big yearly crop of wheat, stock and wool "kings." It also could boast just now, were it not deterred by that inherent modesty which seems to belong to all bunchgrass countries, of a most unique and varied assortment of March weather. An hour ago the bright sunshine so warmed the cockles of my heart that I was tempted to go out in the street and banter some kid to a game of marbles; now it is snowing like the very devil and covering, as with a mantle of charity, the tracks I made in the mud the last time I crossed the street to the hotel.

"I hope you will be good enough to remember me most kindly to Col. Hopkins, Col. Tou Velle, Col. Washburn, Col. E. E. Kelly, Col. Mims, Col. Toggery Bill, Dr. Ray and all sundry other titled personages of that vicinity whom I used to know and greet as friends.

"There is a quiet cozy corner in my heart which is dedicated to the Rogue river valley and my friends there and it can never be profaned by the admission of any other memories. And when I have acquired that other "competence"—and God grant it may be a most abundant one—I hope to return to that favored land where "every prospect pleases" and not even the highballs were vile.

"Yours most sincerely,
"S. A. PATTISON."

built in the mileage which the bond bill makes possible.

No direct plea for the passage of the bill was made by Mr. Adams, yet he put it forward as the best solution of the good roads construction problem.

Automobilists on Record.

J. W. Morris of the Oregon State Motor association, outlined the attitude of the automobile men towards the bond issue and urged the organization of a local unit of the state body to co-operate with the state body in securing improved road conditions and legislation. He read the following telegram from the state officers at Portland.

"Medford Commercial Club.
"It is the understanding of Mr. Benson that the state, owing to the fact that Jackson county has already bonded itself heavily for the preliminary work on its roads and have to complete the roads through that county, Mr. Benson stated positively this noon that it is his wish that the Crater Lake road will receive early attention as he considers that an important asset of the state. Mr. Benson also favors immediate improvement of all impassible places on the Pacific highway.

"Oregon State Motor Assn."
W. H. Gore acted as chairman and brief speeches were made by Delroy Getchell, W. G. Steel and others.

VOORHEIS WRECK DAMAGE IS \$2515 ASSERTS BOARD

The Southern Pacific wreck at Voorheis Monday morning caused damage amounting to \$2515, according to the report of the board of inquiry held Tuesday. The loss was distributed as follows: equipment and contents \$2035, track \$220, clearing wreck \$260. The board of inquiry was composed of W. Wilson, assistant superintendent, D. M. McLaughlan, master mechanic, H. M. Lull, division engineer, all of the Southern Pacific, and J. A. Perry and A. C. Hubbard of this city.

The report of the board is as follows:

This board finds that manifest freight train No. 222 while running 25 miles per hour, was derailed at west switch, Voorheis, account left end leading axle of R. P. C. Co. locomotive crane No. 1 breaking, resulting in derailment of a total of 14 cars, including the crane. Examination of broken axle discloses an old break extending 13 inches out of a total of 19 inches around outer edge of axle for depth of from 3/8 inches to 1 1/2 inches. The sprocket wheel was fitted on to axle 2 1/2 inches inside hub of wheel, being secured to axle with a set pin 1 1/2 inches in diameter, extending 3/4 inches into axle. Break occurred 3/4 inches inside of outside face of sprocket wheel. Measurements indicate old fracture constitutes about 37 per cent of cross section area of axle. Axle in question being 6 inches in diameter at point of break. Markings being as follows: "Steel-SPCo-6-14-68151". Crane was made by Brown Hoist Machinery Co., Cleveland, Ohio, actual weight as per waybill, being 179,400 lbs., it being enroute to Seattle, Wn., from Crestmore, Calif. Track wheel base 5' 6", total wheel base, 19'. Trucks, arch bar type. "33" cast wheels. Trucks and wheels apparently in good condition prior to derailment, only defect being old concealed flaw above described.

A number of trespassers riding in an empty box car sustained injuries as follows:

J. M. Davidson, age 32, from Modesto, Calif., died of injuries.

S. McElligott, age 53, cut on forehead, chest hurt.

J. E. Murray, age 32, from New York, left instep crushed, small cut on back of head.

H. D. White, age 32, from Gardina, Cal., left arm contused and bruised.

Tom Williams, age 38, from Illinois, left shoulder and hip bruised, abrasion on nose.

J. W. White, age 28, from Los Angeles, cut on left cheek and severe bruise on outer aspect of forearm.

Joe Franklin, age 47, from Prosser, Wash., contusion on bridge and left side of nose.

No individual responsibility.

That consideration be given matter of securing sprocket wheels of this kind in a different manner as it is apparent that origin of fracture was at a point where set pin was inserted in axle.

MEDFORD ISSUES CHALLENGE TO PLAY ROSEBURG TEAM

The wrangle over the state basketball title between Medford and Roseburg bids fair to be settled once and for all. Coach Otto Klum of Medford having written a letter yesterday to Ted Jovett, captain of the Roseburg team, offering to play the Roseburg team, or one game, for the title on the University of Oregon floor at Eugene, March 23, or 24 and 25. Everett May, coach of basketball for the O. A. C. was suggested by Klum as the official for the game.

Roseburg recently captured the basketball tournament at Willamette University of Salem, defeating many of the best teams of the northern part of the state, thereby setting up her claims to the state title. However, Medford defeated the Roseburg aggregation two out of three games on the local floor.

Following their second defeat here the Roseburg team vented their spleen by hurling accusations of rough playing, and poor sportsmanship, interlarded with threats of what would happen if Medford should come to Roseburg. As it happened, in the games here it was necessary to call more fouls on Roseburg than on Medford.

Because of the attitude taken by Roseburg and because of the fact that the Roseburg floor is not regulation, being smaller than standard size, that it is used for dancing and therefore is too slippery to be fast and safe and that flexible hoops are used for baskets, Klum has refused to play at Roseburg.

Statements given out by Roseburg players claiming the title by default led Klum to open negotiations for a game or games on a neutral floor to settle the question. An answer from Jovett, at Roseburg, is expected tonight.

Interest in the games to be played with Ashland Friday and Saturday of this week has been stimulated as a result of the probability of settling the state title. Local fans are anxious to judge of Medford's speed and accuracy and a large crowd is expected to witness their last appearance of the season on the local floor: Friday night.

J. N. Matney, of Ruch was in Medford Tuesday and Wednesday visiting friends and attending to business matters.

The coroner's verdict into the death of J. M. Davidson was:

"We find the deceased, age 33 years of age, a resident of Modesto, Calif., and he came to his death on the 12th day of March, 1917, about 8 o'clock a. m., at Sacred Heart hospital from injuries caused from R. R. wreck about 2 miles south of Medford of S. P. Freight No. 222.

H. B. CADY.
P. C. BIGHAM.
GEO. J. PARKER.
JOHN DOWN.
EDWARD SOUTTER.
H. G. SHEARER.

MINING OUTLOOK FAVORABLE FOR COMING SEASON

BY W. W. WATSON.

Individual opinion is seldom a good substitute for news; but, in the absence of the latter, it frequently serves to relieve suspense.

Hence, it may be said that impatience over the Cowen-Blue Ledge deal is relieved by the knowledge that every indication perceivable up to this time suggests an early consummation of the negotiations in favor of the option, the period of which will close on the last day of this month.

Since it is nobody's business, except that of the principals, until it becomes everybody's business when the sale is announced, the most consolatory alternative is to note the direction taken by the chaff of rumor.

Inquiry on the street is becoming insistent because the people of Medford—as, indeed, those of all southern Oregon—look to extensive mining development this year as the grace of Providence that will lift them out of the slough of despond; not that Providence, uninvited, will come to the rescue and reward them for indolence; but, rather, that lack of provident development in the past has hurried them into a condition that makes it absolutely necessary now.

"A Sign in the Clouds."

This may be taken as a sign in the clouds that the people of Rogue river valley are rapidly recovering consciousness as to the cause of their plight and have begun to substitute virile action for mere desire. Had this course been pursued years ago, we now would have been enjoying a degree of commercial and industrial activity that would have excited at once the applause and envy of every other frontier community on the Pacific coast. We should have been boasting of our condition today, instead of bemoaning it. Prejudgment on the cause of our lack today is of little value, however, except as an urgency to speed up our movement until we shall have realized the object of our desire—a desire suggested by dire necessity.

The head of every business house in Medford today, including the banks, admits the existence of this necessity. They have frequently undertaken to accomplish the very thing for which we are praying at this time. But the deterrent force of pigmy minds, unflinched in maturity and unfit to lead, except backward, has intervened to embarrass every forward movement until hope drags slothfully in the wake of progress.

The Turn in the Lane.

The turn in the lane appears to have been reached. The revival of the Blue Ledge industry begins to loom on the horizon in such friendly fashion as to suggest that we may begin to figure on recovery from every angle on which big business may be reached. And that will be only a beginning. The stupendous momentum of that enterprise, once in active movement, will carry before it the development of scores of big projects that will give to southern Oregon and northern Cali-

form the substantial sinews of business that will make the region the cynosure of all eyes. The development of the vast mineral wealth of this territory and that of the pastoral riches of the valley will be accomplished in happy synchrony.

That will inevitably produce a tonnage that will bring transportation facilities as a concomitant of further development. The latter we must have; but we must convince railroad builders that we have the inducement for stupendous outlay of capital in that direction. That done, the railroads of which we have been talking more or less innately for years will materialize; the coast will be reached by two lines more; the markets of the world will then be within easy reach for every pound of our tonnage; wealth development will proceed at high tension—and our material joy will be complete.



Hllah Temple will give a theater party and dinner at Ashland Thursday night, March 15. All Nobles and their ladies are invited whether members of Hllah or not. For late reservations call Geo. T. Collins, Medford. Curtain at 8:15. Vining Theater, Ashland.

With Medford trade is Medford made.

SPRAYING FOR PEACH LEAF CURL

The weather conditions for the past few weeks have made spraying impossible. In order to effect a control of the peach leaf curl it is necessary to spray before the buds begin to open, although there can be some swelling of the buds. Since it is getting late preparations should be made to have everything in readiness for spraying as soon as it is possible to get on the ground.

When scale is present use lime-sulphur 1-8, otherwise lime-sulphur 1-10 is sufficiently strong. To be effective every bud must be covered with the fungicide, which requires careful spraying.

The lime-sulphur is also effective against the peach twig miner and when applied late will destroy some aphid eggs and red spider eggs.

C. C. CATE,
County Pathologist.

Judge Calkins and Roy Davis, court stenographer, were in the city today, circuit court being held. They returned to Medford this afternoon. —Grants Pass Courier.

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