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HARRY CANNON HAS A NARROW ESCAPE

Well Known Lakeview Man and Party Came Near Perishing in The Storm Last Week Near To Gerlach

DOYLE, January 19.—After being lost for hours in a blinding snowstorm with the temperature below zero, and nearly perishing from going twenty-eight hours without food or water, Harry H. Cannon, of Lakeview, Ore., and Jesse Parman and W. H. McCormick, of Cedarville, Modoc County, all well known in this section, arrived here last night, enroute to the valley from Eagleville, Modoc County. The party left Eagleville last Thursday with a team for Gerlach to take the Western Pacific. Snow was then falling but they fared well until Monday night when they encountered a big drift in canyon just before reaching the open country. Forsaking their team, they started out on foot for Gerlach but were unable to find the road and returned to their team. They worked until early morning to extricate the team and wagon and then found shelter under a small juniper tree.

At this time the temperature was below zero and a north wind from the miles of snow clad mountains chilled

them and as they had not eaten nor drunk anything for twenty-eight hours they rapidly lost strength. McCormick nearly died and was only kept alive by heroic work on the part of Parman and Cannon who at times despaired of his life. They finally built a fire from an abandoned maple tree, under which they sought shelter, and quenched their thirst by melting snow. Parman then became sick but held up bravely until morning.

Tuesday morning the three men, weak from loss of food and sleep, and nearly frozen, found their way to Deep Hole where they hired an other team to take them to Gerlach. From there they came to Doyle on a Western Pacific snowplow and caught an N. C. O. train for Reno. They have nearly recovered from their trying experience.

McCormick and Parman are about 60 years old. During the trip to Gerlach, Cannon, while breaking a trail for the horses in the darkness, fell off some rocks fifteen feet into deep snow and escaped unhurt.

TO FIGHT FROST IN ROGUE RIVER

Preparations Being Made For Use of Firepots In March

According to the Sun, some of the Rogue valley orchardists in the Medford section and adjacent territory will add another material this spring to the fuel supply for fire-pots during the brief frost period at blossoming time. Heretofore the material used has been crude oil, distillate of twenty-eight degree test, and wood. This spring a number of orchard owners will substitute a cheaper distillate for the more expensive quality the cheaper grade being known in commercial oil circles as "oleo" distillate. This cheaper material will, it is said, do the work as well as the more expensive grade. The use of these preventives has not as yet been adopted around Ashland, except in isolated cases. Regarding the frost period and preventive measures, Professor P. J. O'Gara, after giving this paper the information contained in the foregoing, said:

"Heretofore there have been a number of different kinds of firepots used by Rogue valley orchardists, but this year the number of different makes to be used will be cut down to two or three. There will be about 15,000 pots in use.

"Preparations will be made to fire as the orchards begin to bloom. This will be about the latter part of March or first of April. Last year several orchardists fired up to offset a frost on March 23. Practically no damage was done, as it was too early to injure the blooms. The night of April 13 a frost came, and was met by the orchardists with fire pots. This frost was confined to a few spots on the floor of the valley. The temperature was 20, though no harmful results followed.

"Firing has not been practiced in Rogue valley but for the past three seasons. I introduced the practice here, and at first many growers looked askance at the idea and a few thought I was forcing a fight to offset a danger that did not exist. Yet all have now come to realize that it is best to use firepots occasionally, and have accepted the practice as settled and as necessary as spraying.

"The frost belt in this region during the blossoming period is limited to only a few spots on the valley floor, and is not the fearful menace it is in some other fruit districts I could name."

The cost of using fire-pots, stated Professor O'Gara, was from \$3 to \$1 an acre.

Hate All Around

The famous English chief justice Holt and his wife hated each other to the limit, and when she fell dangerously ill he was so delighted that he became disgracefully tipsy. But his wife was equal to the emergency and sent for the great Dr. Radcliffe, who hated Holt, and therefore out of spite when the case was presented to him came with great pomp and saved her life.—Westminster Gazette.

TORTURED FOR 15 YEARS

by a cure-defying stomach trouble that baffled doctors, and resisted all remedies he tried, John W. Modders, of Moddersville, Mich., seemed doomed. He had to sell his farm and give up work. His neighbors said: "He can't live much longer." "Whatever I ate distressed me," he wrote, "till I tried Electric Bitters, which worked such wonders for me that I can now eat things I could not eat for years. It's surely a grand remedy for stomach trouble." Just as good for the liver and kidneys. Every bottle guaranteed. Only 50c at A. L. Thornton's.

GOVERNOR WANTS ALL DUE TO STATE

50,000 Acres in One Tract, With Fine Millsite, Etc., is Good

Salem, Or., Jan. 21.—In accordance with the policy announced in his inaugural message regarding the indemnity selections allowed to the states under the land law, Governor Oswald West has directed a commissioner to the land office at Washington and also to each of Oregon's senators at Washington, urging immediate approval of the Oregon indemnity selections, aggregating a total of about 65,000 acres. These have been pending before the United States land department for several years and would increase the common school fund of this state \$200,000 and increase the interest therefrom for school purposes by about \$10,000 annually.

Governor West announced a further policy in his message, in which he said that the 50,000 acres hereafter to be selected by and due this state, would be selected at once in one big tract embracing a stream, if possible, from which waterpower could be developed, rendering additional revenue to the state. This selection, he believes, should be turned over to the agricultural college, the university or the conservation commission, whereby the state could put such selection to a beneficial use for one of those two institutions of higher learning, or hold it in reserve for the future.

As Governor West for several years was state land agent, he is in an especially advantageous position to deal with public lands problems, and the state is in position to profit hand somely from the governor's experience in handling its land matters.

As soon as travel is made more convenient in the spring, T. A. Rhinehart, who has been appointed state land agent by Governor West, will start out on a trip of investigation in which he will inspect every mortgage loan held by the state at first hand and report its actual value. Mr. Rhinehart was appointed with this object in view, as he is familiar with the value of farm lands in every section of the state and therefore well qualified for his work. When this task is completed, the actual value of every mortgage upon which is founded the stability of the common school fund and its income, will be known and can be referred to at a moment's notice. By this method the state's school fund will be put on firm and reliable basis and its actual market value made known.

Different Now

"Before we were married," sighed the fond wife, "you used to call me up by long distance telephone just as you used to say, to hear my voice."
"Well," retorted the rebellious husband, "nowadays you won't let me get far enough from you to use the long distance."—London Telegraph.

CONVICT LABOR TO BUILD GOOD ROADS

Judge Webster Prepares Two Bills for Building State Highways

The convict labor bills which Judge Lionel R. Webster says, "if made into law will empty the prisons of Oregon and put the prisoners to work building a good roads system for the state," have been introduced in the Legislature.

The first of the two bills provides for the utilization of prisoners in county and city prisons upon road work. The second contains this opening statement: "It is the purpose of this act that all convicts confined in the penitentiary of the state (except only such as may be required to do the necessary work in and around the penitentiary and the farms and grounds connected therewith) shall hereafter be employed in work upon the public roads of the state, which work will include the preparation of road-making material, and to that end and for that purpose all convicts now or hereafter confined in the penitentiary of this state, save only such as above excepted, shall be under the control, management, and direction of the state highway board for the purpose of this act.

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"Any county in this state shall have and is hereby granted the right to secure such number of said convicts for labor upon its public roads or in the preparation of road making material, as in the judgment of the state highway board it may be able properly to guard, care for and employ. Any county desiring to secure such convicts shall, by its county court or board of county commissioners make written request therefor to the state highway board."

It is further provided that a county shall keep convicts at work upon the road so long as is desired. The cost of their food and so forth is to be borne by the county. They will be worked under the direct management and control of the state highway board and the state highway commissioner.

If a sufficient number of convicts are available, the board shall establish at least three central camps or stations for the crushing of rock, suitable for the construction of macadamized roads, one in Southern Oregon, one in Willamette Valley and one in Eastern Oregon, in another provision.

Other camps may be established as found necessary.

The road making material prepared at these camps shall be delivered to the county at actual cost.

"In carrying out the provisions of this act the state highway board is hereby authorized and empowered to employ and discharge such civil engineers, superintendents, foremen, guards and other assistants as may be necessary, to purchase such machinery, tools, implements, supplies and materials as may be necessary, and to make such other expenditures as may be required in carrying on such work. The board shall have the power to fix the salary for compensation to be paid those who are employed, but no greater salary or compensation shall be paid than is generally paid by others for like services," continues the bill.

The board is given power to take from the penitentiary convicts that are desired for road work. Personal information concerning convicts shall be furnished the board. Rules and regulations will be enforced by the board, credits and punishment shall be given. All roads built by convict labor must be of the best and most scientific construction. The sum of \$80,000 is appropriated for carrying out the purposes of the act.

The bill for the employment of county or city prisoners on roads is similar in its provision to the bill for the use of state prisoners, except that the county court has full control over the prisoners, they being received from the sheriff. Such prisoners may be put them under the direction of "any road supervisor or other person or persons regularly appointed to take charge of such convicts."

Any county court may transfer to the county court of any other county any of the convicts committed to its control, by the provisions of the act, and such prisoners shall then be under the control of that county to which they are transferred. A credit of \$2 a day will be allowed and all prisoners must work at least eight hours.

These bills with others calculated to facilitate the building of roads in Oregon will be submitted to the legislature after being approved by the Oregon Good Roads Association.

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