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CONVICT LABOR ON ROADS SUCCESSFUL

After trying the convict labor on the Crater Lake wagon road for fifteen days, the citizens of Medford and the section of Jackson county in which the work is being carried on are enthusiastic over the results and predict a success beyond the expectation of even Governor West, according to Dr. J. F. Reddy of Medford.

"When Governor West sent the convicts to us he gave the charge of them to George Putman of the Mail Tribune, William Gerig, general manager of the Pacific & Eastern railway, and myself," said Dr. Reddy. "Of course we are not in actual charge of the men, but we are responsible for them while they are here.

"The camp contains twenty-seven men at present and but one man is with them, Superintendent Greives, representing the county court and supervising the construction work. No firearms, barricades, chains or any thing else of that character are to be seen around the camp and the dress of the men would not indicate that the camp was other than an ordinary road camp.

"The convicts are far happier than at the penitentiary and all say that they would far rather be there than at Salem. We are providing them with as good food and quarters as possible.

"Instead of looking upon the establishment of such a camp with disfavor and apprehension the people of that section are all pleased with the work being accomplished and are boosting the system. We have found the work to be a great success and very efficiently done. In fact, the efficiency of this crew is equal to if not a little better than that of a regularly paid crew.

"The convicts are being paid at the rate of 25 cents a day and all expenses. We have found that as far as the expense is concerned is about 50 per cent of what it would be with ordinary labor. Thus we can make our road funds do twice as much.

"We hope to get more men for this work and will not quit when this road is completed. The next to be taken up will probably be the Pacific highway and after that the roads throughout the county.

"As to how the convicts feel about being placed on their honor, an incident occurred the other day which gives an illustration. One of the men had been sent seventeen miles from camp with a team and wagon for supplies. Time passed and he had not returned The superintendent became somewhat worried. A fellow convict said that it was a safe bet that the man would return, and sure enough about 9 o'clock that evening he appeared. The men are all anxious to show that those who are knocking the system are wrong and that they can be trusted.

"For the present we are keeping them as far as possible in the more mountainous and less thickly populated districts in order that they need not be subjected to any more temptations than necessary. When they have had their liberty long enough to become accustomed to it they will be proof against temptation."

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SUGAR IS TERMED FOE TO LAZINESS

If one would be good looking and at the same time well nourished he has but to follow the rules laid down by Dr. Alpheus G. Woodman, assistant professor of food analysis at the Massachusetts Institute of Technology, and eat sugar.

"It is the food of civilization," says Dr. Woodman, thus upholding the opinion vouchsafed recently by Dr. W. Wiley, chief of the Government's Chemistry Bureau. "Persons who have enough sugar in their food," he continued, "are better nourished and better looking as well as more energetic than those who neglect carbohydrates in their dietary.

"Crabo-hydrates as contained in sugars are very quickly assimilated and thus as much energy is not expended in the process of digestion as in other foods. For example, in the selection of a stimulant to give an athelete just before he enters a race, there is nothing better than a few lumps of sugar.

"Sugar is the best and cheapest form of energy," Dr. Woodman concludes, "so it may not be surprising that its use has increased with the ascent of the peoples from savagery into civilization. Probably a lack of knowledge as to how sugar may be procured has handicapped the savage in adding more of this food to his diet."

NO CITY HONORS FOR CEDARVILLE

Cedarville Record: The emphatic defeat of the proposed incorporation of our town was due to a combination of causes chief among which was the pronounced activity of those who are favorable to the reopening of the saloon. Even they recognize the fact that such a proposal, pure and simple, would have no chance of success if submitted to a vote in this Supervisor district. Their only hope lay in having Cedarville incorporated and then manipulating the trustees. That such a strong sentiment against the open saloon should exist here is not to be wonder at when we compare existing conditions with those that prevailed under the open saloon regime. In this connection we call attention to two items of the report of E. M. Wilson, who experted the books of the county for the Supervisors. They show that the Justices of the Peace in Alturas had 68 criminal cases before them while the other Justices in the county had only 18 and that the Constables fees in Alturas were $397.75 against only $110.70 in all the rest of the county. Such facts from such a source should surely convince any open minded man. The result of the voting, however, shows that that fear was groundless, as even unorganized effort was sufficient to elect a majority of dry trustees. But the people were not taking any chances; so they killed incorporation. With women's voting imminent, this, the last hope of the saloon perished.

Another factor in the defeat was the unavoidable high taxation that would follow. Our people are much wrought up over the action of the Supervisors in imposing on them the added burden of taxation without giving them a chance to express their will in the matter of the new court house. They would stand for no mention of any more taxation.

We think that in this they were unwise, while we bow to the will of the people, as all good citizens will do. We still hold that many improvements could have been effected under corporation that will not be done without it.

We certainly need water work for fire protection. Here the experience again of Alturas should be a warning to us. The remarkable luck of Cedarville has thus far enjoyed cannot be relied on to continue to protect us. Our people should not wait to "lock the stable door after the horse is stolen." We have so often and so emphatically sounded this warning that it is useless to say more now.

In addition to the water works we would have much other desirable work done such as grading and macadamizing our streets, laying good side walks and cleaning up many places that are both a disgrace and menace.

All in all, incorporation would undeniably have cost money, but it would have made for a progressive town and its defeat is regrettable.

For coughing, dryness and tickling in the throat, hoarseness and all coughs and colds, take Foley's Honey and Tar Compound Contains no opiates For sale by A L Thornton

There has been much of an improvement in the electric light service during the past week, owing to the installation of steam power at the plant. Superintendent Jensen expected to have the plant in operation earlier, but the furnace did not "cure" as quickly as anticipated. He has about 500 cords of wood on hand, and hence is in a position to give good service during the winter season when the water supply is short.

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Service on the "Sunset Limited" will begin December 4th from New Orleans and the following day from San Francisco. The trains will leave New Orleans at 12:30 noon Mondays and Thursdays of each week and arrive in Los Angeles at 9:15 p. m. every Wednesday and Saturday and in San Francisco at 11:00 a. m. the following days.

On the Eastern trip trains will leave San Francisco at 6:30 p. m. Tuesdays and Saturdays, Los Angeles at 8:30 a. m. the following days and arrive in New Orleans at 7:20 p. m. every Friday and Tuesday, thus cutting the running time between San Francisco and New Orleans to seventy hours and fifty minutes.

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The trains will consist of only six cars and thus the high speed that will be demanded to make the schedule may be maintained with comparative ease.

Each train will carry only a dynamo and baggage car, a diner, three drawing-room sleepers and and an observation car. The sleeping and drawing-room cars will be finished in mahogany and other beautiful hardwoods and furnished in luxurious fashion. The sleeping cars will each contain ten sections, two compartments and a drawing-room. They are being built with special regard to the comfort of women and the accommodations for them will be most commodious. A ladies' maid, manicure and hairdresser will aid in caring for the needs of women.

The men will also be well taken care of, there being a barber, shower bath, arrangements for pressing clothes and a stenographer aboard.

Berths are to be electric lighted, both upper and lower and electric fans will cool the air of the car.

The dust and dirt of trans-continental travel will be eliminated by the insta lation of vacuum cleaners that will do away with the offensive brushing up of the dirt in the cars. At all terminals, trains will be given telephone connections and travelers will be enabled to talk with friends in the city without leaving the cars.

The luxuries afforded the traveler and the speed attained are such that an excess fare of Ten Dollars will be charged between the two terminals.

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