

# JACKSONVILLE SENTINEL

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Friday, January 1, 1904

At the January term of county court, which convenes next Wednesday, the Judges and clerks for the election boards of the various precincts in the county will be appointed to act at the general election to be held next June. The court will also appoint the road supervisors for under the new law governing the appointment and the duties of these subordinate county officers, the members of the county court are authorized to make the appointments in January. Under the old law, which was repealed at the last session of the legislature, they were elective by popular vote. While the new law goes into effect January 1st by a decision of Attorney General Crawford, the terms of office for which the present incumbents were elected do not expire until July 1st next. To avoid the confusion of having two sets of road supervisors for the first half of the year the court will likely reappoint all the supervisors who desire to retain their offices, though in cases where satisfaction has not been given by the incumbent there may be no appointment made until the expiration of that term when such vacancy could be filled by another appointment. The amount of road work to be done this year will be governed largely by the road levy that the court will fix at this term when the general tax levy for all purposes will be made. Everybody are in favor of good roads, but it takes money to build good roads and not everybody are willing to pay the taxes to raise this money. Many are opposed to a high road levy for the reason that they think that the larger part of the money put into roads building as carried on under the present impractical system in Jackson county is largely wasted, for much of the work is neither good nor permanent. Then there are many persons, many of them leading land owners in the county and who would be most benefited by good roads, who are such mossbacks and chronic growlers that they would oppose a road tax no matter under what system expended. So between these conflicting interests there is little likelihood of a large road levy being made for this year and those who travel the roads of Jackson county may expect to be stifled by clouds of dust during the summer months and to be drowned in canals of mud during the winter months.

Columbia county is another Oregon county that has fallen into line with the good roads movement. Two years ago the first effort was made for good roads and a levy of five mills was made for road purposes and so well pleased were the farmers and principal tax payers with the beginning made in permanent road improvement that in compliance to numerous signed petitions the county court raised the road levy to 10 mills for last year. With this large road fund a large section of roadway was gotten ready for permanent improvement and recently the

county court purchased a large rock crusher and a big traction engine to operate it and haul it around the country. The crusher will be put to work at once to get a supply of rock ready when road work can be begun in the spring. The Columbia county authorities plan to operate their crusher only in the winter months when help is cheap and plenty; it gives them the further advantage of having the rock ready for use early in the spring, for they do no fall grading in that county. Columbia county is also doing another sensible thing for roads by having all roads that are unnecessarily long, or having heavy grades relocated to shorten distance and lower grades. Clackamas county adopted that same rule several years ago and no road was given a greater grade than seven per cent except in unavoidable places. Clackamas has also lately bought a big crusher and roller combined operated by its own engines. The county also owns a crusher that is operated by a traction engine. Clatsop county has taken up the good road work and has a crusher for building macadamized roads, and the county also has a portable saw mill for cutting planking for building plank roads, which are built in the back sections of the county.

The incorporation bill for the new town of Gold Ray, gotten through the recent session of legislature by Senator E. V. Carter of this county, has several features about it that are rather unusual, as is also the fact that Gold Ray is probably the smallest town in Oregon that was ever incorporated for it consists of a dam in Rogue River, a messhouse, a store, a bunk house, a few shanties and tool house and the club house of the Gold Ray Gun Club. The clause in the charter regulating the sale of liquors in this prospective town appears to have been drawn for the express purpose of permitting the Rod & Gun Club to have a monopoly of the saloon business and of keeping out other saloon keepers, for it provides that all individual saloon keepers shall pay a license of \$2000 per year, while a rod & gun club that has a membership of 100 or more members may sell liquors on payment of a license of \$10 per year. Had Gold Ray not been incorporated the Gold Ray Gun Club would have had to pay \$400 a year license to Jackson county for the privilege of conducting a bar in connection with their club house, but as it will be the county will be out that sum and as the town of Gold Ray, and the Gold Ray Rod & Gun Club are one and the same the club will be ahead the \$400, and that much handicap will be placed upon the saloons of Gold Hill and other near by places that have to pay the full state license, plus what ever the town charter may add.

The Jacksonville merchants report that their holiday trade has been larger this season than for several years past, and what is equally gratifying to all who are striving for the up building of this town is the fact that the Medford merchants say that they have had less trade this winter from Jacksonville than for years past. Two factors have made up the handicap that has retarded the commercial growth of Jacksonville in the past few years, one was that the merchant did not carry the selection and the extensive variety of goods that would enable them to offer as good trade advantages as Medford and the other was that the people of Jacksonville made no persistent effort to stand by the local merchants, but rather were inclined to give their preference in trading to other towns. And this trading away from home was not all done by the laity either, for it has been no uncommon sight for merchants and their wives and daughters to return from Medford with buggy loads and arm loads of goods. No one ever heard of a Medford person trading in Jacksonville, Ashland or Central Point and there is every certainty that the Jacksonville people who

trade with other towns will be few in numbers hereafter. There was a time when it was considered fashionable and economical to go away from home to trade, but that day is past and in its stead has come a determination to stand by the home town and home interests and to work for the prosperity of Jacksonville.

One of the Medford papers has a story to the effect that the names of Lewis and Clark and the date 1805 has been found cut on a rock on the summit of Wagner Butte and also that other evidences had been found that the famous explorers visited Rogue River Valley. That this story is a fiction is known to all who are familiar with the history of the Lewis and Clark expedition, for those explorers never left the immediate vicinity of the Columbia river while traversing the country between the Rocky Mountains and the Pacific Ocean either on their outward or return trip. There is no more likelihood that Lewis and Clark were ever in Rogue River Valley than that they were on Puget Sound.

## SOME PERTINENT ADVICE.

Editor Sentinel—Your paper reaches my fireside with regularity and while I have noted with pleasure the energy and care as to detail that characterizes your work, I am confident that your policy as exemplified in a recent number of your publication is ruinous in the extreme.

I would kindly warn you of the dangers that beset your pathway and which if not guarded against will prove your undoing. You are doubtless young and inexperienced and it will require years of careful treatment to fully recover from these maladies, even when taken in the acute stage. A few brief suggestions may serve the friendly purpose that prompts this article.

Avoid personal mention unless of the highest complimentary character. In other words, avoid telling the truth except in minor affairs. Avoid having an opinion, or at least voicing it through the columns of your paper.

Direct reference to one or two very damaging errors, on your part, of recent date may place you in line for practical thought.

Your criticism on the manner in which certain public funds were used for improvement were entirely out of order and the gentleman who was the subject of that criticism did the proper caper in stopping his paper. He killed two birds with one rock—he "vindicated" himself and "suppressed" you.

Raising the question about the acts of a public official on the eve of a political year might imperil his chance in the coming campaign. No man knows the other fellow's aspirations. Perhaps he has looked with longing eyes at some of the plums that grow in the court house yard, or mayhap he has been casting about for some settlement that needs a new school house worth the money.

Secondly you are arraigned for indiscretion in publishing the court notes wherein a local "merchant" is plaintiff

and John Doe and Richard Roe are the defendants. When a "merchant" is enterprising enough to violate the law, on credit, he should have his money with out further publicity than is necessary by justice court proceedings.

In Heaven's name, you ask, what shall you print? Print local events of no interest and editorially touch far off subjects and if there is space for a two liner, set you down this:

"Plate sin with gold and the strong lance of justice hurtless falls, Clothe it in rags and a pigmy's straw doth pierce it."

In order that my lines may not be accredited to others who have offered un-solicited advice under the nom de plume of "A Citizen," "Taxpayer" "E Pluribus Unum," etc., etc., I subscribe myself,  
HIS FOLKS.

Jacksonville, 12-24, 1903.

Rev. J. D. Murphy spent Wednesday in Portland, making the trip down Tuesday night and back Wednesday night. Business matters connected with his church work was the reason for his going to Portland.

C. T. Davidson returned Wednesday from a short trip to Grants Pass and to the Millionaire mine in the Blackwell district. He says the big strike in the Millionaire mine is a beauty to look at, the walls of the shaft fairly glistening with gold.

Wedding stationery, the latest out, at the Sentinel office.

After a two weeks rest from their school for the holidays, the boys and girls will again take up their school work Monday morning. The new single, adjustable desks arrived from Portland Friday and Prof. Washburn and a helper will get them set up and in place Saturday so that when school begins there will be ample seats for all the scholars.

Wednesday a donkey engine was taken to the Sturgis mine and a full electric light plant arrived here Friday and will be taken at once to the mine. This machinery is for an electric light plant that is to be installed at the mine to furnish light for the night shift to work by and for lighting the houses and the store belonging to the Company. So soon as the lights are up piping will be carried on night and day so as to utilize all the water during the wet season.

G. Epperson is very sick with the chicken-pox and for a time he was thought to be in serious danger, but there is every prospect that he will pull through. The house is strictly quarantined. No other members of the family have as yet taken the disease.

Why worry with that old wornout machine when a small monthly outlay will put in its place the best, lightest running machine made. The payments are made to suit all. C. W. Conklin.

Mrs. T. J. Kenney and Chris Ulrich received a telegram Thursday morning stating that their sister, Mrs. Emma Bartlett, had been killed in the big fire that destroyed the Iroquois theatre Wednesday afternoon. No particulars were sent and it is not known whether any of her children were with her at the time and were lost, but full particulars are expected today from her husband. Mrs. Bartlett was raised in Jackson county, making her home with the family of Ben Raymond at Rock Point. While here she married D. S. Dalton, one of the engineers who made the survey for the railroad through this valley. In after years she went East and taught school in Illinois where she met and married her present husband, A. L. Bartlett, who is a wealthy farmer of Cook County, Ills.

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