

Some Observations of a New Comer.

Editor Sentinel, Dear Sir:—Being a resident of Jacksonville I am with others interested in all that helps to build up the community and I wish to be identified so far as may be with its interests—spiritual, secular and financial. Consequently I have watched the "good roads proposition" anxiously for no one material thing could benefit Jacksonville and the surrounding country more than good roads. I have been thinking that it might help the matter some to let the public know how the matter looks to a newcomer. Notwithstanding the fact that this valley has been and is now being widely advertised and immigration being invited this way it still remains a fact that no sooner does a stranger arrive in town, but he is soon given to understand that he must not antagonize certain people, nor interfere with certain things, nor seek to introduce anything that will change affairs very much—for if he does he will be promptly sat down upon and social and business ostracism will be sure to follow. And woe be to the tenderfoot who presumes to advocate any improvements of town or county.—Notably was their spirit manifested at a recent meeting of the Board of Trade, when the road down Jackson creek was being discussed. It is admitted that this road has been discussed—and cussed—patched and mended for forty years past without any permanent results except that the creek is spread over more land and is more uncontrollable than ever. Yet these same parties who have been trying for years without success promptly proceed to squelch the new comer who goes to suggest new methods and means. The Scottish poet said:

"O wad some power the giftie gee us,
To see our sels as ithers see us."

Personally I go over this road ever week a number of times. I don't think it necessary to make a road through anybody's land, or over where it now is except incidentally as other work is done. What is needed is to stop building a road and make a creek, in other words if there should be some excavating where needed straighten the creek, stop its going zig-zag across the road, widen the channel, put the stone and gravel taken from the creek where needed and the road is all right. I with many others believe that if one half the money that has been paid for breakwater's had been spent in opening and widening the creek the results would have been satisfactory. This valley has many, many excellent features. It should be developed, but unless strangers and newcomers are welcomed, industries encouraged and improvement made, the tide of immigration will go elsewhere.—Sanford Snyder.

The Footh Creek Dredge.

The gold dredge being built by Champlin & Co. at the mouth of Footh creek is nearly ready to launch, and when launched the work of installing the machinery will be commenced. It is expected that the work will be completed and the dredger ready for operation about March 1.

The firm of Champlin & Co. is composed of F. L. Champlin, R. W. Christian and M. M. McDonald, formerly of Chicago, but for the past seven or eight years they have been actively engaged in dredger mining at Bannock, Montana, operating two dredgers, one of 2000 yards capacity by electricity and the other a 2200 yard machine operated by steam.

These gentlemen became interested in Footh creek last spring and bought the Lance property, paying \$45,000 for 700 acres. They have also purchased about 500 besides, which makes them the exclusive owners of property along both sides of Footh creek from its mouth to the Ruble mine.

Thorough prospect work was done and 30 or more prospect holes sunk by a keyhole drilling machine across the old channel which is 1000 feet wide. This is virgin soil as far as mining operations are concerned as heretofore only ground sluicing has been done and no bed rock has been exposed.

The company commenced its operations by the building of a dam across the lower end of the natural basin. This dam is 20x3000 feet and is intended to form a reservoir to float the dredge when it is completed.

The dredge itself is 112½ feet long and 36 feet wide and will be equipped with two boilers each weighing 12 tons, engines and other necessary machinery. The elevator will be equipped with 48 buckets—each bucket and link weighing one ton and with a capacity of eight cubic feet. With this elevator they will be able to dig to a depth of 85 feet although the estimated depth necessary to go is 50 feet. The engines will be powerful enough to dig up the bedrock itself, which is a blue porphyry.

At present, there are 50 men working, a large number being engaged in cutting

wood. Already 1500 cords of wood have been cut. When the dredge is in operation, it will require from 12 to 15 cords of wood every 24 hours.

It is estimated that the company has enough ground to keep the dredge in operation from 10 to 15 years.

The machinery is being shipped from Chicago and already two car loads have arrived. There will be in all about 12 carloads of machinery.

M. A. Wertz has been engaged to haul the machinery from Gold Hill to the mine and left Monday with three four-horse teams. Special trucks with 12-inch tires and 4-inch steel axles are provided for hauling the heavy pieces.—Grants Pass Courier.

Good Housekeeping for February, 1904

On a par with the beautiful cover design in colors by Ethel Franklin Betts and the exquisite photographs of American mothers and children, printed on coated paper, are the reading pages of the February number of Good Housekeeping. A little essay by Mrs. Everett Coats (Sara Jeanette Duncan) on The American Mother reveals sympathetic insight. William T. Stead, the London editor and author, writes in this issue on Family Prayers. Mary Caldwell Richardson's sketch, Afternoon Tea, illustrated by May Wilson-Watkins, is charming. A record of the progress of domestic and philanthropic movements in Chicago and the central west is contributed by Gardner Teall. A Reform in Bed Making is wittily described by Martha McCulloh-Williams, and Williams has some incisive things to say of Kindergarten Nonsense. Mrs. Wong, wife of the Chinese vice commissioner to the St. Louis exposition, is the subject of an illustrated article by Florence Peltier. Altogether this is a notable number of this magazine. Ten cents a copy, one dollar a year. The Phelps Publishing Co., Springfield, Mass. New York, Chicago, San Francisco.

If you want to rent a farm or have land to rent see T. C. Norris, Jacksonville.

Notice to Road Contractors.

The undersigned, special road committee of the Jacksonville Board of Trade, will receive sealed bids up to Saturday evening, January 23, 1904, for the improvement of the Jackson Creek road from a point in the public road opposite P. N. Fick's house to the intersection of the Medford and Central Point roads opposite C. M. Duncan's house.

Said road improvement shall consist of grading up a turnpike about three-fourth of a mile in length, three feet above the level of the adjacent lands and 18 feet wide on the top, the roadway when completed to be thoroughly harrowed on the surface to bring up all loose, large rock which are to be removed and placed on the north side of the embankment, after which the roadway is to be thoroughly rolled. Gravel and earth for this turnpike shall be taken from the north side of the highway and so dug out as to leave a straight, broad channel for Jackson creek and the turnpike is to be built with the south side immediately against the line fence of the adjacent land owners. Of this turnpike, that section in front of the Karenski barn and which is on permanent ground, shall be raised but one foot above the level of the adjacent ground and shall be full 18 feet in width.

There shall be cottonwood brush placed along the north side of the turnpike in such position that the tips of the limbs shall protrude from the embankment and these tips shall not be less than three feet apart. These limbs shall not be less than four feet in length and they shall be buried at the bottom of the grade and in such manner as shall put them in the best possible condition for growing and to make a breakwater for the turnpike. On that section of the road in front of the Karenski barn where there is a solid bank to the creek the cottonwood cuttings shall be inserted in the bottom of the creek bank in holes made with a bar and in such a manner as shall insure their growth.

The person to whom this contract is awarded shall bind himself by a sufficient bond in amount equal to the contract price to do the work in conformity to the requirements of the Jacksonville Board of Trade and to have the roadway completed and ready for acceptance by the Jacksonville Board of Trade by the 15th of March, 1904. The supervision of the work will be with the board of trade committee herewith mentioned and of a superintendent to be named by this committee.

The Jacksonville Board of Trade reserves the right to reject any and all bids.

Jacksonville, Oregon, January 15, 1904.
C. P. BRIGGS,
JOHN S. ORTH,
CHRIS ULRICH, Com.

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10:30	Salem.....Ar.	4:34
		5:40
p.m.		
11:35	Albany.....Ar.	3:16
		4:40
a.m.		
1:15	Eugene.....Ar.	1:42
		3:00
4:55	Roseburg.....Ar.	10:40
10:03	Grants Pass.....Ar.	5:25
10:34	Gold Hill.....Ar.	6:15
10:57	Central Point.....Ar.	4:50
11:10	Medford.....Ar.	5:30
		4:29
		4:52
a.m.		
11:28	Phoenix.....Ar.	4:10
11:38	Talent.....Ar.	4:41
		4:06
		4:39
p.m.		
12:35	Ashland.....Ar.	3:35
4:25	Montague.....Ar.	12:03
		12:20
a.m.		
5:10	Sacramento.....Ar.	10:50
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		8:05

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