

Theda Bara as Cleopatra



Ashland After Road Over Green Mountain

ASHLAND, March 28.—For years there has been a demand for a well-kept highway connecting Jackson County and Lake counties, and not only on account of affording scenic advantages, but for more important object of facilitating business dealings, notably the line of exchanging Jackson County fruit for the grain and other products of our neighbors to the west.

It is safe to assume that for over half a century practical realization of this improvement has been no more than a dream. Of course, in the meantime we have had two highways leading in that direction, neither of which met the requisition of heavy traffic. Each route had its adherents, and the result that improvements on

both never advanced beyond the temporary patching up process. Then came the branch railroad, after which highway matters relapsed into comparative oblivion, although the matter was resurrected occasionally, especially when the demerits of the long haul and consequent expense by rail dawned upon the public.

Some time ago, under auspices of the Ashland Commercial Club, a strong petition originated here and was extensively circulated in Klamath County. The local club backed up this agitation by sending its secretary, Frank J. Shinn, to Portland, in order to meet the Oregon highway commission and personally urge the merits of this proposition upon their attention, with the result that the official minutes of a commission meeting held March 15, 1918, incorporate a

paragraph as follows: "Mr. F. J. Shinn of the Ashland Commercial Club appeared before the commission and submitted a petition which was ordered placed on file, requesting that some work be done on the road between Ashland, Klamath Falls and Lakeview. After discussing the merits of the proposition somewhat, the commission directed the engineer to make a survey of the Green Springs Mountain road between Ashland and Klamath Falls."

Even this is a start in the right direction, and once a survey is made, eliminating the heaviest grades on Green Springs Mountain, the merits of the improved highway will be apparent, and further efforts will rapidly be forthcoming in behalf of active work being done in that locality, because the club is not going to allow the agitation to rest on a mere survey basis.

Over the proposed survey the distance to Klamath Falls to Ashland is about sixty miles, whereas by rail it is 167 miles, with the freight tariff on fruit \$1.05 per hundred pounds, a rate that is prohibitive.

This improved road matter is a permanency which will benefit southern Oregon in general and not merely Ashland, consequently state aid is merely a fair proposition to all concerned. The highway commission was unanimous in this action, all members being present, including S. Benson chairman, of Portland; E. J. Adams of Eugene and W. L. Thompson of Pendleton. Herbert Nunn, state highway engineer, was also present. It was at this same meeting that the engineer was directed to prepare proposals and specifications for the hard surfacing of the unit of the Pacific highway adjacent to the Billings Hill, another welcome bit of news for this vicinity.

PROPERTY FOR SALE

I have for sale 160 acres, of farm lands, all fenced in three fields, story and one-half dwelling, four rooms; good barn 52x47; blacksmith shop, wagon shed, woodshed, cellar and other outbuildings; good well water, six springs; water in each field; about four acres of timber, sufficient for wood and fencing; 80 acres under cultivation, there being 120 tillable; hay stacking outfit with place. Price \$25 per acre; cash \$2,500, remainder one and two years.

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All the favored shapes—large hats and small hats. And they're all moderately priced.

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HUNG REPORT ALLIES NOW IN RETREAT
BERLIN, March 28.—The British have begun a retreat on a wide front yesterday morning on both sides of the Somme River, according to a German statement.

OPEN NOSTRILS! END A COLD OR CATARRH

How To Get Relief When Head and Nose are Stuffed Up.

Count any. Your cold in head or catarrh disappears. Your clogged nostrils will open, the air passages of your head will clear and you can breathe freely. No more snuffing, hawking, mucous discharge, dryness or headache; no struggling for breath at night.

Get a small bottle of Ely's Cream Balm from your druggist and apply a little of this fragrant antiseptic cream in your nostrils. It penetrates through every air passage of the head, soothing and healing the swollen or inflamed mucous membrane, giving you instant relief. Head colds and catarrh yield like magic. Don't stay stuffed up and miserable. Relief is sure.—Adv.

KIDNEYS NEVER CAUSE BACKACHE

RUB PAIN, SORENESS AND STIFFNESS RIGHT OUT WITH OLD "ST. JACOBS LINIMENT"

Kidneys cause backache? No! They have no nerves, therefore can not cause pain. Listen! Your backache is caused by lumbago, sciatica or a strain, and the quickest relief is "St. Jacobs Liniment." Rub it right on the aching or tender spot, and instantly the pain, soreness, stiffness and lameness disappears. Don't stay crippled! Get a small bottle of "St. Jacobs Liniment" from your druggist and limber up. A moment after it is applied you'll wonder what became of the backache, sciatica or lumbago pain. "St. Jacobs Liniment" stops any pain at once. It is harmless, and doesn't burn or discolor the skin.

It's the only application to rub on a weak, lame or painful back, or for lumbago, sciatica, neuralgia, rheumatism, sprains or a strain.—Adv.

County Court Proceedings

Court met pursuant to adjournment, when the following proceedings were had:

In the County Court of the State of Oregon, for Klamath County.
In the matter of the organization of an irrigation district to be known as the "Enterprise Irrigation District."

Final Order:
Now on this day this matter coming on for final hearing in open court upon the petition heretofore presented to this Court, praying for the organization of an irrigation district to be known as the Enterprise Irrigation District;

And the Court after having considered the petition and listened to the testimony offered on behalf of the petitioners, and having examined the affidavit of publication filed herein, and there having been no objections filed to the organization of such district, and the Court now being fully advised of the order that should be made in the premises, finds:

First—That the requisite number of owners of land within such proposed district have petitioned for the formation of such district;

Second—That the petition and notice of the time of presentation thereof has been duly published as required and provided by Chapter 357 of the General Laws of Oregon for the year 1917;

Third—That the lands within the boundaries described in the said petition and hereinafter fully set forth are susceptible of irrigation;

Fourth—That a good and sufficient bond in double the amount of the probable cost of organizing such district, conditioned that the bondsmen will pay all the said costs in case said organization be not effected, has been filed;

It is therefore hereby ordered, adjudged and decreed by this Court:

That the name of said irrigation district be and it is hereby designated as "Enterprise Irrigation District."

2—That the boundaries of said irrigation district be and they are hereby established as follows, to-wit: Beginning at a point on the easterly line of the right of way of the United States reclamation service main irrigation canal, from which point the northwest corner of the southwest quarter of the southeast quarter (SW 1/4 of SE 1/4) of section 34, in township 38 south, range 9 east of the Willamette Meridian bears north 35 deg. 40 min. west, 1.105 feet distant; thence east 50 feet, more or less to the north, and south center line of said SW 1/4 of SE 1/4 of said section 34 in said township and range; thence north along said center line to the north line of said SW 1/4 of SE 1/4 of said section 23 in said township and range; thence west a distance of 660 feet, more or less, to the northwest corner of said SW 1/4 of SE 1/4 of said section 34, in said township and range; thence north a distance of one-half mile, more or less, to the northwest corner of the NW 1/4 of the NE 1/4 of said section 34, in said township and range; thence east one-quarter of a mile, more or less, to the southwest corner of the NE 1/4 of the NE 1/4 of said section 34, in said township and range; thence north a distance of three-quarters of a mile, more or less, to the northwest corner of the NE 1/4 of the SE 1/4 of said section 27, in said township and range; thence east one-half mile, more or less, to the northeast corner of the NW 1/4 of the SW 1/4 of section 26, in said township and range; thence south, a distance of one-half mile, more or less, to the southeast corner of the SW 1/4 of the SW 1/4 of said section 26, in said township and range; thence east one-quarter of a mile, more or less, to the northeast

corner of the NE 1/4 of the NW 1/4 of section 35, in said township and range; thence south one-quarter of a mile, more or less, to the southeast corner of the NE 1/4 of the NW 1/4 of said section 35, in said township and range; thence east one-quarter of a mile, more or less, to the northeast corner of the SW 1/4 of the NE 1/4 of said section 35, in said township and range; thence south one mile, more or less, to the southwest corner of the NE 1/4 of the NE 1/4 of section 2, in township 39 south, range 9 east of the Willamette Meridian; thence east three-quarters of a mile, more or less, to the northeast corner of the SE 1/4 of the NW 1/4 of section 1, in township 39 south, range 9 east of the Willamette Meridian; thence south one-quarter of a mile, more or less, to the center of said section 1, in said township and range; thence east one-half a mile, more or less, to the east line of said section 1, in said township and range; thence south along said east line of said section 1, a distance of one-quarter of a mile, more or less, to the southeast corner of the NE 1/4 of the SE 1/4 of said section 1, in said township and range; thence east one-quarter of a mile, more or less, to the northeast corner of the SW 1/4 of the SW 1/4 of section 6, in township 39 south, range 10 east of the Willamette Meridian; thence south a distance of one-half mile, more or less, to the southeast corner of the NW 1/4 of the NW 1/4 of section 7, in township 39 south, range 10 east of the Willamette Meridian; thence west a distance of one quarter of a mile, more or less, to the west line of said section 7, in said township and range; thence south along the township line between townships 39 south, range 9, and 39 south, range 10, east of the Willamette Meridian, a distance of one mile, more or less, to the northwest corner of the NW 1/4 of NW 1/4 of section 18, in township 39 south, range 10 east of the Willamette Meridian; thence east one quarter of a mile, more or less, to the center of the NW 1/4 of the NW 1/4 of said section 18, in said township and range; thence south, one-quarter of a mile, more or less, to the southwest corner of the SW 1/4 of NW 1/4 of said section 18, in said township and range; thence east one-quarter of a mile, more or less, to the center of said section 18, in said township and range; thence south a distance of 130 feet, more or less, to intersection of north-easterly line of the right of way of the United States reclamation irrigation canal; thence in a southwesterly direction along the said right of way to point of intersection of said right of way with the northeasterly line of the right of way of the United States reclamation service main irrigation canal; thence in a northwesterly direction along the line of said right of way of said main irrigation canal to the point of beginning.

That all of said irrigation district shall constitute but one division of voting precinct, and the county clerk of Klamath County, Oregon, is hereby ordered and directed to at once, or without unnecessary delay, give notice of an election to be held in such proposed district for the purpose of determining whether or not the same shall be organized under the provisions of the laws of the State of Oregon.

Done and dated in open court this 16th day of February, A. D. 1918.

(Signed): MARION HANKS,
County Judge of Klamath County, Oregon.

Whereupon Court adjourned until Monday, February 18th, 1918.

Marion Hanks, County Judge,
F. H. McCornack, Commissioner,
Burrell Short, Commissioner.

LEGAL NOTICES

RESOLUTION

Whereas the Common Council has heretofore by resolution deemed expedient and necessary the construction of the sewer hereinafter described, and has required from the city engineer plans and specifications therefor, with all necessary catch basins, man holes, lampholes and branches, and estimates of the work to be done and the probable cost thereof, and the city engineer having filed in the office of the police judge the plans, specifications and estimates so required, and

Whereas, The Common Council finds said plans, specifications and estimates so filed to be satisfactory; Be it Resolved, That the Common Council hereby declares its intention to construct, at an estimated cost of one thousand one hundred ninety (\$1,190.00) dollars, the sewer (together with all necessary catch basins, manholes, lampholes and branches) described and located as follows:

Beginning at the intersection (center of the intersection) of Delta street and the alley separating Fairview Addition No. 1 from Fairview Addition No. 2; thence south thru the center of said alley to Upham street; thence to the manhole at intersection of Prospect and Upham streets. Beginning again at center of intersection of said alley and Fulton street, and running west on Fulton to west boundary of Oregon avenue.

Be it further Resolved, That the plans, specifications and estimates for said sewer as filed by the city engineer be and the same are hereby approved.

Be it further Resolved, That the property described as follows will be benefited by the construction of said sewer, and that said property be assessed for one-half the cost of said sewer in the sum set opposite each lot and parcel, said respective sums being the portion of the estimated cost of said sewer allotted and determined to each lot and parcel by the Common Council, to-wit:

Description of property	Cost to each lot
Lot 1 of block 3, Fairview Addition No. 1	\$12.40
Lot 2 of block 3, Fairview Addition No. 1	\$12.40
Lot 3 of block 3, Fairview Addition No. 1	\$12.40
Lot 4 of block 3, Fairview Addition No. 1	\$12.40
Lot 5 of block 3, Fairview Addition No. 1	\$12.40
Lot 6 of block 3, Fairview Addition No. 1	\$12.40
Lot 1 of block 4, Fairview Addition No. 1	\$12.40
Lot 2 of block 4, Fairview Addition No. 1	\$12.40
Lot 3 of block 4, Fairview Addition No. 1	\$12.40
Lot 4 of block 4, Fairview Addition No. 1	\$12.40
Lot 5 of block 4, Fairview Addition No. 1	\$12.40
Lot 6 of block 4, Fairview Addition No. 1	\$12.40
Lot 1 of block 9, Fairview Addition No. 1	\$12.40
Lot 2 of block 9, Fairview Addition No. 1	\$12.40
Lot 3 of block 9, Fairview Addition No. 1	\$12.40
Lot 4 of block 9, Fairview Addition No. 1	\$12.40
Lot 5 of block 9, Fairview Addition No. 1	\$12.40
Lot 6 of block 9, Fairview Addition No. 1	\$12.40
Lot 1 of block 10, Fairview Addition No. 1	\$12.40
Lot 2 of block 10, Fairview Addition No. 1	\$12.40
Lot 3 of block 10, Fairview Addition No. 1	\$12.40
Lot 4 of block 10, Fairview Addition No. 1	\$12.40
Lot 5 of block 10, Fairview Addition No. 1	\$12.40
Lot 6 of block 10, Fairview Addition No. 1	\$12.40
Lot 1 of block 11, Fairview Addition No. 1	\$12.40
Lot 2 of block 11, Fairview Addition No. 1	\$12.40
Lot 3 of block 11, Fairview Addition No. 1	\$12.40
Lot 4 of block 11, Fairview Addition No. 1	\$12.40
Lot 5 of block 11, Fairview Addition No. 1	\$12.40
Lot 6 of block 11, Fairview Addition No. 1	\$12.40
Lot 1 of block 12, Fairview Addition No. 1	\$12.40
Lot 2 of block 12, Fairview Addition No. 1	\$12.40
Lot 3 of block 12, Fairview Addition No. 1	\$12.40
Lot 4 of block 12, Fairview Addition No. 1	\$12.40
Lot 5 of block 12, Fairview Addition No. 1	\$12.40
Lot 6 of block 12, Fairview Addition No. 1	\$12.40
Lot 1 of block 13, Fairview Addition No. 1	\$12.40
Lot 2 of block 13, Fairview Addition No. 1	\$12.40
Lot 3 of block 13, Fairview Addition No. 1	\$12.40
Lot 4 of block 13, Fairview Addition No. 1	\$12.40
Lot 5 of block 13, Fairview Addition No. 1	\$12.40
Lot 6 of block 13, Fairview Addition No. 1	\$12.40
Lot 1 of block 14, Fairview Addition No. 1	\$12.40
Lot 2 of block 14, Fairview Addition No. 1	\$12.40
Lot 3 of block 14, Fairview Addition No. 1	\$12.40
Lot 4 of block 14, Fairview Addition No. 1	\$12.40
Lot 5 of block 14, Fairview Addition No. 1	\$12.40
Lot 6 of block 14, Fairview Addition No. 1	\$12.40

Lot 3 of block 20, Fairview Addition No. 2 12.40
Lot 3 of block 20, Fairview Addition No. 2 12.40
Lot 4 of block 20, Fairview Addition No. 2 12.40
Lot 5 of block 20, Fairview Addition No. 2 12.40
Lot 6 of block 20, Fairview Addition No. 2 12.40
Be it further resolved that the Police Judge be and hereby is directed to cause this resolution to be published as by Charter provided.
State of Oregon,
County of Klamath, ss:
City of Klamath Falls.
I, A. L. Leavitt, Police Judge of said city, do hereby certify that the foregoing is a duly enrolled copy of the resolution passed by the Common Council on March 4, 1918, relating to construction of sewer affecting portions of Fairview Additions Nos. 1 and 2.
A. L. LEAVITT,
21-10t Police Judge.

PROFESSIONAL CARDS

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County Surveyor
Civil Engineer

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O. PEYTON, Mgr.

Swift & Company Publicity

At a recent hearing of the Federal Trade Commission there was introduced correspondence taken from the private files of Swift & Company, which showed that the Company had been considering for some time an educational advertising campaign.

The need for this publicity has been apparent to us for several years. The gross misrepresentation to which we have recently been subjected has convinced us that we should no longer delay in putting before the public the basic facts of our business, relying on the fair-mindedness of the American people.

The feeling against the American packer is based largely on the belief that the income and well-being of the producer and consumer are adversely affected by the packers' operations, resulting in unreasonably large profits.

Swift & Company's net profit is reasonable, and represents an insignificant factor in the cost of living.

For the fiscal year 1917 the total sales and net profit of Swift & Company were as follows:

Sales
\$875,000,000.
Profits
\$34,650,000.

This is equivalent to a \$3.465. profit on a business of \$87,500.

If Swift & Company had made no profit at all, the cattle raiser would have received only one-eighth of a cent per pound more for his cattle, or the consumer would have saved only one-quarter of a cent per pound on dressed beef.

Swift & Company, U. S. A.

