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THURSDAY, MAY 15, 1919.

OREGON WEATHER

Tonight and Friday probably fair, except for probably rain in northwest portion. Moderate southwesterly winds.

AMERICANIZE THE WOMEN

One item of great importance in any Americanization scheme is the interesting of the foreign women. If they can be made to see what Americanism can mean to themselves and their children, half the battle will be won, and they are seeing it.

As a rule the foreign women are little accustomed to think for themselves. The man is absolute master of home and destiny. Probably the first result of the woman's promulgation of her new ideas will result in a beating for her. But right here the courts step in. No man can abuse his wife in this country and get away with it for very long. When she learns that the courts will protect her, she has taken her first step.

Having had set before her the beauties of a country which offers everything to her for herself and her children, and having learned that the husband who tries to interfere with her will receive prompt punishment at the hands of the courts, this foreign woman will have courage to demand the freedom, the safety, the opportunity which America provides.

Because she is inherently ambitious for her children she will grasp eagerly the thing which offers the best future for them, insisting also that the father join forces with her in obtaining it.

Against this combined influence of the home and the Americanization work outside the home, in club and factory, the doctrines of anti-Americanism will beat themselves in vain.

THE FIUME SOLUTION

The solution of the Fiume controversy, as roughly indicated in recent dispatches, is disappointing to those who stood for the unyielding application of the principles of self-determination and free access to the sea. Italy so obviously had gained all she required for her safety and interest, and the Yugoslavs so obviously needed and deserved an outlet to the Adriatic, that there was little sympathy in America for the Italian claims. The news that Fiume is to go to Italy, after all, comes with a sort of disillusionment.

It is the old story. Abstract principle does not triumph. There is compromise, for the sake of getting Italy back to arise to wind up the war in due form and leave no split in the allied ranks.

It may not be so bad, though, as it looks at first glance. Fiume is to be administered by Italy, as a mandatory under the league of nations for four years, after which it is to come definitely under Italian sovereignty. Thus, Italy gets, technically, what she made her big fight for. And thus, it is to be feared, the Yugoslavs will be bitterly disappointed.

Summer Time

is

Bluhill Cheese Time

The Best Fancy Cheese Made

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Quality First

There appears to be fair evidence that the allies and the United States intend to back up the Omsk government and straighten out the kinks in Siberia, having decided to loan the inter-allied commission administering the trans-Siberian railroad \$20,000,000 for operating expenses. On the other hand there is a chance of the bolsheviks in Northern Russia getting their wish. They state that they want to be left alone to work out their own salvation; but judging from reports that will not be accomplished until the "brains" of that part of Russia are annihilated.

There is a communication in this issue from Judge C. G. Gillette, regarding the proposed one mill tax to provide market roads. This measure will be a direct benefit to the farmer and should receive the unanimous approval of every voter. Lift the handicap from the producer by giving him good roads over which to get his produce to market.

"Nobody knows anything about us, or seems to care," say the Ukraines, "but we got sense enough to know that the Russians are fools. Our only hope lies in securing recognition and aid from America." Thus the small nations, one and all, are looking to America for "deliverance."

Recruiting in the army has been resumed for all branches for the purpose of securing those 50,000 men to replace soldiers now in the service, and Uncle Sam offers to pay from \$30 to \$100 per month.

A dispatch says New York is putting cots in churches for people to sleep on. Some church-goers find the pews plenty good enough to sleep on.

TIBET OPEN TO CHRISTIANS

Officials Have Invited Missionaries to Enter Freely into the "Forbidden Land."

Those disciples of Christ who interest themselves in foreign missions are aroused over an invitation coming to American disciples from Tibet, according to the Boston Evening Transcript. This land, occupying the "roof of the world," has heretofore been practically closed to all foreigners. That it has been so was due, so Tibet officials tell American disciples, to the influence of China. Now Tibet has thrown off Chinese control and one of its first acts is to appeal for Christian missionaries. The disciples have a mission station at Batang, one of the farthest west cities of China, nearly 3,000 miles up the Yangtze river.

A venturesome American doctor, sent out by the disciples, journeyed 18 days farther west, getting into Tibet and into a city wherein disease in its worst form, unattended and not understood, ravaged the people. The doctor set up an impromptu clinic and dispensary. The relief was so great that one of the highest civic officials in all Tibet begged him to stay, or if he could not do so to return, build a hospital and official Tibet would help him.

Now the disciples argue that here is a call they are not at liberty to ignore. Their missionary society has acted to this effect. An appeal has been made for four families, two of them physician families, to go. It is said there are no hospitals, no churches, no schools, no Christian agencies of any kind in that country of 4,000,000 people. American manufactured goods are beginning to reach Tibet and Scotch whisky has been there for a decade or two.

All kinds of legal blanks at the Courier.

GOOD MARKET ROADS

(Communicated)

Among the measures to be voted upon at the coming election June 3rd is what is known as the "Market Roads Tax Bill." This was a senate bill and during its passage was thoroughly gone over by every member of the legislature, and by men who have given it much thought it is considered one of the best pieces of constructive road legislation ever enacted by any legislature.

The bill provides for a levy of a one mill tax on all taxable property in the state as shown by the preceding assessment and equalization thereof. In Josephine county the amount that would be raised and paid into the state would amount to about \$9,000. The bill further provides that no county shall receive in excess of 10 per cent of the total amount raised in the state. For instance Multnomah county would pay into the state \$365,000, the total amount raised in the entire state being approximately \$1,000,000; therefore, \$265,000 of the amount Multnomah county would pay in would be divided or apportioned to other counties in the state. It can readily be seen that the apportionment to this county would be more than the county would probably want to take care of. The money raised by this one mill tax goes into a special fund in the highway department and will increase from year to year. The work of road construction will be under the supervision of the county court, but the state highway department makes the surveys, establishes the grades and draws up the specifications free of charge to the counties.

As an example of how this plan would work out in this county we will take the Murphy road district. At a meeting of the taxpayers of the district they could vote to raise \$1,000, the county would match this \$1,000, and then receive \$2,000 from the state, making \$4,000 to be expended on a permanent road in that district. Of course the entire road would not be constructed in one year, but could be continued from year to year until it is finally constructed, and what ever money a road district raised it would be matched by the county, both of which would be matched by the state and if the people in the farming districts want permanent and all-year round roads this is the way to get them and this county could get more each year than it pays into the state.

The taxes provided for under this act would hardly be felt by the ordinary taxpayer. If assessed for \$5,000 by the county assessor, the amount to be paid into the market road fund would be \$5 and an additional \$5 to be levied by the county court. And by this additional tax every farmer will have a permanent road that he can travel and bring his produce to the market all the year round.

This appropriation will be continuous from year to year. Inasmuch as the state furnishes the surveys, establishes the grade and makes the plan and specifications free and the work done under the supervision of the county court the taxpayers will get a dollars worth of road construction for every dollar expended.

It is a good bill and should receive the support of every voter in the county at the coming election on June 3rd. Remember and vote 316 Yes.

C. G. GILLETTE.

His Great Task.

"I want to get some information," said the tired man with three suitcases. "Why don't you apply to the bureau of information?" "I'm working up to that. First I've got to get information as to how I can find the bureau of information."—Washington Star.

Legal Blanks at the Courier.

WHEN RAILROADS WERE NEW

Engineers in Charge of Construction Work, Had Ideas That New Seem a Little Peculiar.

Light on strange ideas of pioneer railroad builders was thrown by Edward S. Jouett, general solicitor of the L. & N., in a talk before the Rotary club at Louisville.

"The Lexington-Frankfort line," said he, "was built with longitudinal stone walls capped with a strip of iron, and the numerous curves, which you have all noted, are said to have been purposely introduced upon the theory that they were an advantage in enabling the conductor the more easily to see the rear of his train. The coaches were two-story affairs—women and children below and men above—and the motive power was mules to the top of the hill above Frankfort. The train was let down the hill into the city upon an incline operated by a stationary engine.

"You may be interested, in passing, to learn that with the exception of a few miles near New Orleans, which antedated it about a week, this line from Lexington to Frankfort is the oldest railroad in the United States south of the Ohio and west of the Alleghenies. It was chartered in 1830—very early in railroad history, when we remember that the first railroad in the United States was built in 1825, and the first locomotive engine was operated in 1829."

Health and Height Count.

Every flying man in the United States air service has to undergo a strict medical test periodically in order that he may be classified in one of four grades. "AA" men are the few who can stand air work at altitudes above 20,000 feet. "A" men can stand the strain between 15,000 and 20,000 feet, while the "B" class consists of pilots for duties between 8,000 and 15,000 feet, and the "C" group includes all airmen fit only for service between ground level and 8,000 feet. It has been found that airmen of most robust physique cannot stand the sudden changes of air pressure entailed by diving and rapid climbing for any length of time. Hence the frequent medical examinations, carried out by experts who have drawn up a carefully calculated standard of efficiency.

She Did.

She was a four-flusher, particularly as to her abilities in various sports. "To you golf?" he asked. "Oh I love golf," she answered. "I play at least 36 holes twice a week." "And how about tennis?" "I won the women's championship in our state." "And do you swim?" "The best I ever did was a half mile straight away," she replied. Somewhat fatigued he changed to literature. "And how do you like Kipling?" he asked. "I kipped an hour only yesterday," was her unblushing reply.—Journal of the American Medical Association.

Envelopes at the Courier Office

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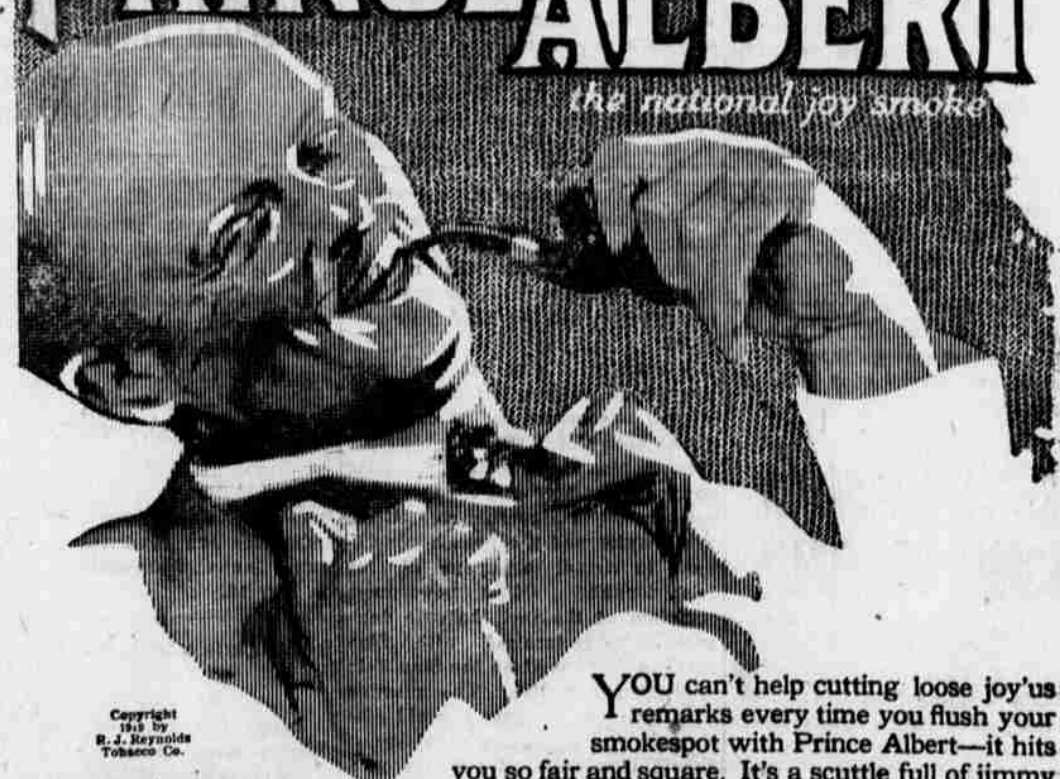
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