

# Medford Mail.

VOL. X.

MEDFORD, JACKSON COUNTY, OREGON, FRIDAY, JULY 15, 1898.

NO. 28.

## Your Advertisement..

Inserted in a first-class newspaper is the most effective way of reaching a given section ..

## The Medford Mail

In the leading family newspaper in Jackson County ...  
Circulation 1900 € €

### PROFESSIONAL CARDS.

#### HOW ABOUT THAT JOB PRINTING?



Are you well supplied with Letter Heads, Bill Heads, Cards, Etc? If not, leave your order at the MAIL office, where good work and city prices prevail.

#### E. KIRCHGESSNER,

PHYSICIAN AND SURGEON.

Medford, Oregon

Office—Lindley Building, Seventh Street. Residence—On County road.

#### J. M. KEENE, D. D. S.

OPERATIVE DENTISTRY A SPECIALTY.

Teeth extracted without pain. Offices in Adkins-Daniel block, Medford, Ore.

#### W. S. JONES,

PHYSICIAN AND SURGEON.

Medford, Oregon.

Office—Opera Block.

#### COLVIG & REAMES,

W. M. Colvig A. E. Reames

LAWYERS.

Orth Block, Jacksonville, Oregon. Will practice in all the courts of the state. Careful counsel given in all matters.

#### J. S. HOWARD,

SURVEYOR AND CIVIL ENGINEER.

U. S. Deputy Mineral Surveyor for the State of Oregon. Postoffice address. Medford, Oregon.

#### W. H. PARKER,

ATTORNEY AT LAW.

Hamlin Block. Medford, Ore.

#### HAMMOND & VAWTER,

Austin S. Hammond. Wm. I. Vawter.

ATTORNEYS AT LAW

Office—1. O. O. F. building. Medford, Or

#### J. B. WAIT,

PHYSICIAN AND SURGEON.

Office in Childers' Block. Medford, Or

#### E. B. PICKEL,

PHYSICIAN AND SURGEON.

Office hours—10 to 12 a. m. and 2 to 4 p. m. Sundays—12 to 1.

Office: Haskell Block. Medford, Or

W. I. VAWTER, Pres. H. F. ADKINS, V. Pres. J. E. KRYANT, Cashier.

## Jackson County Bank

... CAPITAL, \$50,000 ...

MEDFORD, OREGON

Loan money on approved security, receive deposits subject to check and transact a general banking business. Your business solicited. Correspondents:—Ladd & Bush, Salem, Anglo California Bank, San Francisco. Ladd & Tilton, Portland, Corbin Banking Co., N. Y.

## Chas. Perdue ..

## Practical Gun and Locksmith....

Bicycles repaired on short notice at living prices....

Shop in J. A. Whitman's warerooms....

## Wilson & Hunsaker Blacksmiths

Are to be found at the Brick Shop

Shoing horses, plain or fancy. We will manufacture wagons or buggies to order. Call and see our new cart wheels already tired. We guarantee our work.

Wood : Shop : in : Connection.

**NOTICE FOR PUBLICATION.**  
Land office at Roseburg, Oregon, June 8, 1898. Notice is hereby given that the following named settler has filed notice of his intention to make final proof in support of his claim, and that said proof will be made before the county judge of Jackson County, Oregon, at Jacksonville, Oregon, on July 22, 1898, viz:  
EDW. H. MADEN.  
On soldier's H. E. No. 5762, for the NW 1/4 and SW 1/4 sec 15, T. 38 N., R. 2 W.  
He names the following witnesses to prove his continuous residence upon and cultivation of said land, viz:  
J. T. Fry, J. H. Boussum, Lum Runley and Ruter Runley, all of Medford, Oregon.  
R. M. VEAUGH, Register.

## NEW ARRIVALS

### Satin Finish Aluminum Ware.



Also a Large Assortment of Nickel Plated Copper Ware in Kitchen Utensils, at Greatly Reduced Prices. These are the Best and Most Durable Wares Now in use.

We Have a Great Variety of Fishing Tackle, Guns and Ammunition.  
**J. BEEK & CO.**

## WELL HARNESSSED AND WELL SADDLED

In every horse that is fitted out with new leather at my harness shop.

### Fly Nets, Fly Sheets and Dusters—

Everything that's good for summer use now in stock. Carriage whips and lap robes. Get your buggy tops and harness fixed up.

**J. G. TAYLOR,**

MEDFORD, OREGON.

## DON'T LET THE FACT

That I have the largest and best selected stock of furniture, carpets, wall paper and window shades to be found in Southern Oregon ...

### Escape Your Attention...

If you are a prospective purchaser you will find my goods the highest in grade and the lowest in price. Undertaking in connection ...

**I. A. WEBB**

## JACKSONVILLE MARBLE WORKS

J. C. WHIPP, Propr.

Does General Contracting in all Lines.

## GRANITE AND MARBLE WORKS.

CEMETERY WORK A SPECIALTY  
Jacksonville, Oregon.

RATES FROM...  
\$1 to \$2 PER DAY

I. L. HAMILTON  
... PROPRIETOR ...

## HOTEL MANIA SKI

Medford, Oregon

The Nash is one of the most popular hotels in Southern Oregon, and no pains are spared for the comfort and accommodation of guests. Everything about the house

### STRICTLY FIRST-CLASS

THE HOTEL BAR is always supplied with the very best brands of wines, liquors and cigars ...

### Free Sample Rooms FOR COMMERCIAL MEN ...



## THE MORTAR DRUG STORE,

G. H. HASKINS, Prop'r.

HAS ANYTHING IN THE LINE OF  
Pure Drugs, Patent Medicines, Books,  
Stationery.

### PAINTS AND OILS,

Tobaccoes, Cigars, Perfumery, Toilet Articles and  
Everything that is carried in a first-class DRUG STORE

Prescriptions Carefully Compounded.  
Main Street, Medford Oregon.

## FRANK W. WAIT ... STONE YARD

General contracting in all lines of stone work.

### Cemetery Work a Specialty

All kinds of marble and granite monuments ordered direct from the quarry...

Yard on G Street—  
Commercial Hotel Block



MEDFORD, OREGON

## Union Livery Stables...

J. COMPTON Proprietor

Having lately purchased this popular stable we are now prepared to furnish first-class rigs and safe and fast driving horses at reasonable rates. Horses boarded ...

Commercial Travelers. Rigs, a Specialty

## RECLAIMING AN EMPIRE.

### The Tremendous Irrigation Work in Montana.

Canals Which Shall Bring Under Cultivation 1,000,000 Acres of the Finest Land Out of Doors—The Work Done for Settlers.

Steps have begun here that involve the expenditure of about \$8,000,000 and the reclamation of 1,000,000 acres of arid lands, every acre of which must, under the agreement, be settled by farmers in tracts of not to exceed 160 acres and probably averaging far less. Under the provisions of the Carey act, appropriating without charge 1,000,000 acres of government land to states that will improve that land by ditches for irrigation, work begins next month on a \$200,000 ditch near this city. It will follow what is known as the second bench of the Yellowstone and will extend 25 miles. A total of 28,000 acres will be laid under water, of which 12,000 belong to the Northern Pacific road, the rest to the government and individuals. The canal will be 50 miles long and will be a very large affair, 20 feet wide at the bottom and deep enough to furnish plenty of water at all times for the irrigation of the 28,000 acres of now valueless land. With this canal started the state is to commence another near Big Timber, in Sweet Grass county, where another \$200,000 is to be spent and a canal 45 miles long, to carry 16,000 miner's inches of water, will be constructed. It will irrigate 25,000 acres, also on one of the Yellowstone benches, and of land as rich as any in the state. Besides these two enterprises others are planned to make use of the entire 1,000,000 acres granted by the general government, at an average estimated cost per acre of eight dollars. The funds for this magnificent improvement, which is expected to add 10,000 farmers and their families to the population of the state, will be derived from the sale of irrigation bonds that are to be a first lien on the works constructed and the lands under them and are also to be guaranteed by the state. Bonds for the first canal will be negotiated by the successful contractors, who anticipate no trouble in disposing of them. The Northern Pacific road will pay in cash for the irrigation work touching lands belonging to it.

There are no engineering difficulties in either canal so far planned, except a tunnel 1,800 feet long in No. 1 and great siphons under two small rivers in No. 2. Canal No. 3 will probably be in Custer county and No. 4 in the fruit region in the northwestern part of the state. Another has for its field the Bitter Root valley, than which no more fertile area lies outdoors. Still another, and the most important of all, contemplates laying the entire Sun River valley, from the foothills of the main Rockies to Great Falls, under the water, at a cost of about \$2,000,000, reclaiming 250,000 acres of rich land. On this great proposition the arid land commission will act early in the spring.

It is not the object of the state to make any profit out of these lands. The ground having been given by the general government, the state charges up only the actual cost of the irrigation work, plus 20 per cent, and sells the lands at this price. This will make an average price for these lands of about \$12 per acre, which is very high for unimproved lands in the far west. But for this \$12 the settler gets not only land, but a perpetual right to as much water as he can use, and without further expense of any kind, and he has the water delivered at his door the moment he takes possession. Nowhere in the world are irrigated lands, suitable for the raising of all crops of a temperate climate, to be had for any such price as \$12 an acre.

The conditions for successful agriculture are not so favorable anywhere, even in the west, and high-priced lands in eastern states are not to be thought of in comparison. Any fruits that will grow in Michigan will flourish in Montana, whose winters are shorter than Michigan's or Ohio's. All vegetables and grains of a temperate climate flourish, and there can be no crop failure from drought with an immense supply of water and a perfect system of delivery. Three crops per year of alfalfa can be raised, and stock can be ranged free nine months in the year in the uplands above the water benches.

A big object lesson in irrigation, perhaps the most important so far in the United States, is now being completed by the general government at Crow Creek Indian reservation, in eastern Montana, south of this city, where the tide of the Big Horn is being diverted for the use of the Indians. A ditch 45 miles long, skirting the valley and inclosing about 200,000 acres, is now nearly completed. It is costing about \$400,000. This canal is the ninth on the reservation, all the others being less important, but covering about 100 miles of ditches. A tenth, to reclaim 140,000 acres more, is yet to be built. With its completion every individual in the Crow nation, man, woman and child, will have more than 50 acres of irrigated land, and each family will be an independent community. When the work for which congress makes appropriations is done the lands will be allotted in severalty to the Crows, and the reservation, it is believed, will become one of the garden spots of the world. All the work on these Crow canals except superintendence, masonry and steel

gates is being done by Indian labor, each man getting \$1.50 per day. The government, in view of its work for these Indians, has almost suspended the issuance of rations to them, and will do so entirely as soon as the canals are completed and the lands allotted.—Livingston (Mont.) Cor. N. Y. Sun.

### The Parishes of Louisiana.

The parishes of Louisiana which border along the coast of the Gulf of Mexico, from Red river to the Sabine, and which are called sometimes the "seamless parishes," are nine in number. These sea marshes remain as testimony to the interrupted operations of the Mississippi river—interrupted by the building of levees on the river's banks—which, before the age of civilization in Louisiana, were slowly and year by year filling up the marshes so as to convert them by the deposits of the mud of the river into the solid ground of the continent, as the rest of the lowlands of Louisiana had been similarly transformed into terra firma. As a rule, with the exception of Orleans parish, in which is situated the city of New Orleans, the population of these parishes is small, being composed mainly of the planters who live upon the banks of the Mississippi and of the many bayous that intersect these parishes, together with fishermen and hunters.—N. O. Picayune.

### TEETH OF SOLDIERS.

The Kaiser Is Going to Have Those of His Troopers Put in Good Order.

Toothache has been lately a great source of annoyance to the Kaiser. Not that the imperial molars are, so far as I know, threatened with premature decay. Were this the case, nobody would risk the penalties of lese majesty by openly asserting it. The case is, however, from a public point of view, far more serious. It appears that the entire German army suffers from dental troubles to such an extent that it has been found difficult to find non-commissioned officers capable of giving the word of command. When they attempt to utter familiar formulae like "Attention!" "Stand at ease!" "Shoulder arms!" and so forth, mere confused and inarticulate sounds issue from their toothless gums. Things are bad enough on the parade ground, but what would happen on a battlefield one hardly ventures to conjecture. Worse still, the boys in the training school for "non-coms" seem to be in no better plight than their elders. Nearly all of them, after inspection, seemed to have one or more hopeless tusks, while a large proportion can only be rendered fit for service by strict submission to the dentist's orders, and many are beyond the reach of art. His majesty has resolved to spend at once 11,000 marks on stopping the teeth of his Christian warriors or in providing them with false sets. This applies only to the Prussian contingent. Several of the subject states have not made up their minds to incur the expense.

### PECULIAR CHICAGO HABIT.

A Great Many Citizens Always Go to the Left in Entering or Leaving Buildings.

Chicago enjoys the exceptional distinction of being the only left-handed city in the union. That is, the good people of this bustling metropolis violate all the "rules of the road," so far as the matter of keeping to the right is concerned when entering or leaving public buildings. A man, for instance, approaches a building where the entrance consists of two swinging doors, he will invariably reach out with his left hand, pull open the left-hand door and make a wild dash to get outside, running the risk of collision with anybody who remembers that to go to the right is the first law of navigation on land, says the Chicago Chronicle.

The habit of doing things the wrong way has taken such firm hold on the people that the man who uses the left-hand door and is run into gauges in amazement at the "offender," utterly oblivious of the fact that he himself is the one who should be blamed. It makes no difference that there are two doors of equal width, one for entrance and one for exit. He, if going in, will seize on the exit door and reverse the proceeding if coming out. Half an hour's observation anywhere in the business district will demonstrate the truth of this assertion.

### Wales Wants Representation.

"Gallant little Wales," says the London Chronicle, "is putting forward a claim for representation in the royal coat-of-arms, as well as for inclusion in the union jack." With this object a provisional committee has drawn up a memorial to the queen, praying that the fourth quarter of the royal shield—which, as they very truly say, is practically unfilled, since it is a repetition of the first quarter—be devoted to insignia for Wales. The claims of the principality to heraldic recognition are not to be disputed. It is the only nationality in Europe that has no distinctive blazon to exhibit to the world, although its history is associated with more than one symbol.

—The Brass of Critics.—"I often marvel," said Pennington, the author, "at these critics, who in an hour's time blast a work over which we authors have spent a year." "Yes," replied Cavetick, who had read Pennington's latest, "when a minute would suffice them to say all that is necessary."

## If You Want to Reach the People of Jackson County

the most of them the best of them

You've Got to Use the Paper that Reaches ...

the most of them the best of them

## THE MAIL

CIRCULATION 1900

## GROWING INDUSTRY.

Phenomenal Increase in Number of Patents on Cycles.

The Last Two Years Has Witnessed an Immense Impetus to the Bicycle Business in All Branches.

In the whole system of our patent system none of the mechanical arts has inspired in an equal period of time such extensive and widespread activity as those that relate to the cycle. In 1866, when Lallemand filed his application for his now celebrated patent for a velocipede, only 20 patents had been issued by the United States for rider-propelled vehicles. At that time all of these were classified by the patent office as "carriages and wagons" and were included in the class having that official title. By January 1, 1869, 43 patents for such vehicles had issued. With the year 1869 the "velocipede mania" came upon the country. In that year velocipede patents were increased by about 200, and in consequence were grouped together as a subclass of "carriages and wagons," and officially designated "velocipedes." After the mania of 1869, invention in velocipedes remained practically dead until 1875, when the English exhibits of bicycles at the Centennial exposition gave it an impetus. Until the year 1890, however, when the influence of the pneumatic tire began to be felt, the growth of invention relating to cycles was comparatively slow. In 1890 an assistant examiner in the patent office was able to examine all applications filed in this class of inventions. Since 1890 nearly 4,000 of the 5,000 United States patents for velocipedes have been granted. In 1892 the applications had become so numerous that velocipedes were collected into a class by themselves distinct from carriages and wagons and transferred to another division, which was then employed in the examination of velocipedes, harvesters and games and toys. The class was then split up into some 35 subclasses for convenience of examination. Applications accumulated so rapidly that games and toys were soon crowded out and sent elsewhere, and in May, 1897, harvesters also were forced out and the class of velocipedes now forms by itself one examining division, requiring the labor of one examiner, nine assistant examiners and five clerks to handle the great number of applications. And even with this expert force, a force larger than any other examining division in the patent office, passing on 800 applications, new and amended each month, more applications are awaiting action there than in any other division. In fact, on an average during the past two years twice as many cases have been awaiting action in this division as in any other, and three times as many as in most of them. And, withal, the class of velocipedes does not include motorcycles, wheels, tires, cycle accessories, nor the numerous special machines, all of which exist only because of the cycle. During 1892 about 600 velocipede applications were filed, in 1894 about 825, in 1895, 1,500; in 1896, about 3,300, and in 1897, about 3,500, including the various accessories, gear cutting and tube drawing machines and special machinery designed for use in the cycle factory.—Iron Age.

### OLD-TIME POST OFFICES.

Some Points of Advantage About the London Mail Established in 1677.

The postmasters were free from all public offices, from liability to quarter soldiers, and they received gazettes free of postage, "wherewith they advantage themselves in their common trade of selling drink, and they have their single letters free to London."

The rates of postage in 1677 were comparatively low. A single letter—i. e., a letter consisting of one sheet of paper only—could be sent for any distance up to 80 miles for 2d., and beyond 80 miles for 3d. A letter weighing an ounce cost 8d. for 80 miles, and 1s beyond, says London Notes and Queries.

The mails were dispatched from London about midnight on Tuesdays, Thursdays and Saturdays, and were due to arrive in London early on Monday, Wednesday and Friday mornings. They were carried on horseback at the rate of five miles an hour, and they were liable to a detention of not more than half an hour at each postoffice (stage) on the road. England was divided into six runnings, or roads, viz: West, Bristol, Chester, North, Yarmouth and Kent, starting from Plymouth, Bristol, Chester, Edinburgh, Yarmouth and Dover, respectively.

### The Queen's Mail.

About 20,000 letters are addressed to Queen Victoria yearly from her subjects. Those that are not stamped are not forwarded by the officials. The queen's letters have precedence of all others, and are forwarded to Windsor by special messengers from the general post office.—Washington Star.