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fixing motor cars on the broad of your back. And so unnecessary too. Just have us go over your automobile. We'll fix it so it will not break down so long as you stay on the road. If you haven't had the down-on-your-back experience yet, don't have it. Send us your machine to be overhauled. Those who have had it don't hanker for it again.

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100,000 TREES for 1908 and 1909	HOME GROWN TREES WHOLE ROOT TREES Right Prices and a Square Deal for Everybody.	Save Money by Placing your Order now for Fall 1908 and have Trees Grafted to Order
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J. A. SMITH, Medford, Oregon

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Timber Land Bought and Sold

Those having timber lands or relinquishments for sale would do well to consult us.

Office over Jackson County National Bank

Try an "Ad." in The Mail.

FROM COUNTY EXCHANGES

Jacksonville Post:

The many friends of Mrs. N. Langell, of Hamath Falls, will regret to learn that she has been confined to her home for some time with a severe attack of rheumatism, but is considerably improved at this writing.

Gold Hill News:

Mr. Wilcox's new team took a spin without a driver the other day along with the running gear of his big wagon. They ran down 5th Avenue to Main and across Wards creek opposite Mr. Snider's place. There they tried to knock down a telephone pole, one going on either side of it and the pole of the wagon hit the phone pole centre driving the wagon tongue straight through and Mr. W. had to get a stump puller to pull his wagon tongue out of the phone pole. No damage too speak of.

Gold Hill's annual city election, on Monday of this week was probably one of the quietest that has ever occurred within the history of the town. There were no opposing candidates to the People's ticket, and only 40 votes were cast. The old council was re-elected, with the exception of J. H. Perry, who would not accept the nomination, although urged to do so by Sam Hodge. Mr. Hodge was elected in his stead. W. H. Murray was elected City Treasurer, L. A. Hammerly, marshal and Lynn Purdin was re-elected recorder.

The city council held their regular meeting Monday night, and after the unfinished business of the year had been attended to, adjourned, and together with the new members were given the oath of office once more. The new council then organized, electing Dr. A. C. Stanley president for the ensuing year making his eleventh consecutive year in the mayoralty chair of Gold Hill. Dr. Stanley has watched the evolution of Gold Hill from a country village into a thriving little city during his long term of office, and has always served the interests of the town in a careful and considerate manner, and it is through his untiring efforts that the town is now in its prime financial condition.

A LITTLE OF EVERYTHING

As a straightforward political fact, it is clearly apparent that the President is "agile" the Governor.

The new Senator from Vermont is 83, which shows that there is no keeping the young fellow down.

There may be an umbrella and parasol trust, but the milliners have it backed off the boards for this season. Speaking about big things, there is the wheat crop of the old Oregon Country that is not to be overlooked.

Mr. Bryan has prearranged every thing for the Denver convention except the disposition for the gate receipts.

Owing to improved mining machinery the cost of producing gold has been reduced to \$625,000 a ton. That price, of course, goes to those who only dig in ton lots.

Part of the cone of Mount Vesuvius fell into the crater a few days ago. It might be a good thing if the old volcano were to swallow herself completely.

The coin-collector is always alert. Within a day or two of the announcement that the government had stopped coining the new Saint-Gaudens double eagles, the coins were selling at a premium of six dollars a piece, and a few days later this bonus had advanced to ten dollars, so that each twenty-dollar gold piece was held at thirty dollars. Meanwhile the collectors carefully enter in their record the history of the coin and how many were minted, for the guidance of those who come after them. Twenty-dollar gold pieces have always been hard coins to collect. The premium imposes an added and discouraging burden.

LOGGERS IN A DILEMMA.

Removal of Duty on British Columbia Logs Is the Last Straw
 Seattle, Wash., April 13.—Timber land owners and loggers are viewing the situation with alarm. The recent removal of the \$2 export duty on British Columbia logs bids fair to drive prices even lower than at present, and by well-known loggers the statement is made that rather than submit to a further reduction the majority of the camps will be closed.

That the lumber and logging interests are getting a cross-fire from three sides is the view they take of the situation. The rate litigation was bad enough and the closing down of so many mills has had a bad effect on the logging situation.

Then loggers and timber land owners have had their assessments increased many fold in many instances. County Assessors have levied on thousands of feet of standing timber not before assessed and they promise to go even further. Then comes the prospective further drop in prices resulting from the removal of the export duty on British Columbia logs.

FLEET SAILS FOR THE GOLDEN GATE

STARTS ON LAST LAP OF VOYAGE FROM HAMPTON ROADS TO SAN FRANCISCO.

Battleships Leave Magdalena Bay, Streaming at Ten Knots an Hour, Led by Flagship Connecticut.

San Diego, Cal., April 13.—The Atlantic fleet of 16 first-class battleships began the last lap of its cruise from Hampton Roads to the Golden Gate on Saturday. The four divisions of the fleet weighed anchor at 4 p. m., and three-quarters of an hour later were threading their way out of Magdalena Bay in the wake of the flagship Connecticut. The commanding figure on the after bridge of the flagship was that of Rear-Admiral Charles M. Thomas, who began the journey to the Pacific as head of the second squadron, but who was promoted to command during the enforced absence of Rear-Admiral Hobley D. Evans, the Commander-in-Chief, who is ill at Pano Robles, Cal.



REAR ADMIRAL THOMAS.

Sailing in single column formation the ships passed Sail Rock and, rounding Entradra Point, one of the headlands marking the gateway to the harbor, turned in a long circle to the north. The six black-hulled destroyers of the torpedo flotilla gave a parting salute to the big white vessels and the historic stay of the American battleships in the Mexican harbor was at an end.

An easy journey of 620 miles lies before the fleet, which is scheduled to arrive here and anchor off Coronado Beach at 1 p. m. on Tuesday.

San Diego, Cal., April 14.—Punctually on time, the great battleship fleet steamed into this harbor at 1 o'clock this afternoon, amid the booming of cannon, the shouts of citizens and the strains of martial music. The city was profusely decorated for the occasion and the streets were crowded with people from all parts of Southern California to witness the great naval parade as they came in division order, or four lines of four vessels each, and dropped anchor off Coronado Beach on schedule time. The wharves and beach were crowded with spectators as the ships broke into view, and as if by preconcerted agreement the vast multitude broke into one long continuous huzzah as the mighty parent neared their anchorage ground, which was responded to by the boom of cannon from the warships.

In the evening a banquet was given the commanding officers at the Hotel del Coronado, at which time a handsome silver-mounted cut glass buffet service was presented to Admiral Thomas.

Admiral Thomas, acting for Admiral Evans, was presented with a golden key of the city, mounted in native San Diego County gems.

Every coast city from San Diego to San Francisco is to see the fleet during the next four weeks, it having been arranged that all points where no stop is scheduled the ships will pass as close to shore as possible, always being well within the range of vision of persons gathered along the bluffs and on the beaches.

Standard Oil Barred from Tennessee
 Nashville, Tenn., April 13.—By the judgment of the Supreme Court of Tennessee in an opinion delivered by Justice Neill, the Standard Oil Company is ousted from Tennessee for the acts of this company at Gallatin in restraining trade.

Will Go Abroad When He Retires.
 Washington, April 14.—Should President Roosevelt's present desires be realized, he will spend the first year after his retirement from office in travel outside the United States. Mr. Roosevelt's itinerary, however, has not been determined.

Grain Handlers Out on Strike.
 Portland, Ore., April 13.—Falling to come to an agreement with the exporters over a difference of 5 cents an hour for overtime, the grain-handlers did not show at the docks this morning, and every ship which had been receiving wheat cargoes is tied up. Six grain carriers are lying idle as a result of the action of the men.

—For sale An excellent quality of brick—in any quantity. G. W. Priddy, Medford, Oregon.

Hints on Good Roads.

While American road builders are as experts of constructing good roads as those of any country of the old world, they have not been as loyally supported as the men of those countries in maintaining the highways after completion, and the deplorable state of many hundred thousand miles of road is thus counted for. County and township officials may at the outset stand the expense of having a road built, but they strenuously object when asked to provide funds to rebuild the road that has been allowed to go to ruin.

It is important that farmers learn of the benefits to be derived from good earth roads, that county boards be impressed with the need of proper maintenance of the same, and that road builders and overseers learn how best to care for the roads to their charge.

The persistent and powerful enemies of earth roads are water and narrow tires, and the constant effort of the men in charge of the roads should be to guard against their destructive effects and remedy all damage as quickly as possible. The simple implements which have been found to be of greatest assistance in this work are the plow, the drag scraper, the wheel scraper, the road grader, and the split-log drag.

With a sandy soil and a subsoil of clay or clay and gravel, deep plowing is to be avoided, and the clay with the surface soil and sand will prove beneficial. The combination forms a sand-clay road at a trifling expense. On the other hand, if the road is entirely of sand a mistake will be made if it is plowed unless clay can be added. Such plowing would merely deepen the sand, and at the same time break up the small amount of hard surface material which may have formed. If the subsoil is clay and the surface sand in a clay surface rather than one of sand or gravel, a road foreman must know not only what to plow and what not to plow, but how and when to plow. If the road is of the kind which according to the above instructions should be plowed over its whole width, the best method is to run the first furrow in the middle of the road and work out to the sides, thus forming a crown. Benefits from such plowing are greatest in the spring or early summer.

In ditches a plow can be used to good advantage, but should be followed by a scraper or grader. To make wide, deep ditches nothing better than the ordinary drag scraper has yet been devised. For hauls under 100 feet, or in making "fills," it is especially serviceable. It is a mistake, however, to attempt to handle long haul material with this scraper, as the wheel scraper is better adapted to such work. For hauls of more than 100 feet, a wagon should be used.

The machine most generally used in road work is the grader, or road machine. This machine is especially useful in smoothing and crowning the road and in opening ditches. A clay subsoil under a thin coating of silt should not be disturbed with a grader. It is also a mistake to use a grader indiscriminately and to pull material from ditches upon a sand-clay road. Not infrequently turf, soil and silt from ditch bottoms are piled in the middle of the road in a ridge, making mudholes a certainty. It is important in using a grader to avoid building up the road too much at one time. A road gradually built up by frequent use of the grader will last better than if completed at one operation. The foreman frequently thinks his road must be high in the first instance. He piles up material from ten inches to a foot in depth only to learn, with the arrival of the first rain, that he has furnished the material for as many inches of mud. All material should be brought up in thin layers, each layer well puddled and firmly packed by roller or traffic before the next is added. A common mistake is to crown too high with the road machine on a narrow road.

The split log drag should be used to fill in ruts and smooth the road when not too badly washed. The drag possesses great merit and is so simple in construction and operation that every farmer should have one. A special article will be published later telling how to make and use the drag.

They Like Bartrum

The Crook County Journal, of Prineville, in an account of a recent meeting of the stockmen of that county with the government forest officials, takes occasion to say several nice things about Supervisor S. C. Bartrum, of Kneeburg.

The meeting was called for the purpose of adjusting differences between the stockmen—cattle and sheepmen both—in the matter of the allotment of range in the government service. The differences were all amicably adjusted and the Journal says it was due in a great measure to Mr. Bartrum's tact and desire to be fair to all parties that has caused the cattlemen and the sheepmen to entertain so friendly a feeling toward one another as they have in late years.

At the conclusion of the meeting resolutions endorsing the work of the forest officer were passed by the stockmen.

—All kinds of bake stuff—Vienna Bakery, Cal phone 406 and have goods delivered

Rheumatism.

More than nine out of every ten cases of rheumatism are simply rheumatism of the muscles, due to cold or damp weather, or chronic rheumatism. In such cases the correct treatment is required. The free administration of Chamberlain's Liniment is all that is needed, and it is certain to give quick relief. Give it a trial and see for yourself how quickly it relieves the pain and soreness. Price 25 cents; large size, 50 cents. Sold by Chas. Strang.

BLACK LAND ITEMS

Miss Nellie Perry spent last Saturday with her friend, Lolla Bigham. Mr. and Mrs. Lane Wyland and children spent Wednesday with Mrs. W's parents, Mr. and Mrs. H. C. Turpin.

Misses H. C. Albert and Thomas Turpin and Master Clarence and Baby Vernon were guests of Mrs. E. J. Roberts and daughter last Thursday.

Quite a company of friends and relatives gathered at the hospitable home of Mr. and Mrs. F. G. Stinson, last Sunday and enjoyed an excellent dinner and a general good time.

Mrs. E. J. Roberts and daughter, Mrs. Perry, spent Wednesday at their new home near Jacksonville, supervising the work they are having done. It will probably not be ready for occupancy before the middle of May, or first of June.

Mrs. J. W. Wiley is slowly recovering from a serious illness. Her daughter, Miss Clara, of Medford, is caring for her and acting the housewife, while another daughter, Miss Lottie, is teaching the Deady school and goes from home each day.

Quite a number of our young people attended the entertainment given by the pupils of the Mound school, and pronounced it one of the finest they ever had the privilege of attending. After the entertainment boxes filled with everything to tempt the inner man and with an outdoor appearance to please the most fastidious, were auctioned off and brought the net sum of \$60 which will more than finish paying for the organ now in use by this up-to-date school. Miss May Nelson is the teacher and her worth is proven by the creditable standing of her pupils.

He Got What He Needed.

"Nine years ago it looked as if my time had come," says Mr. C. Farthing, of Mill Creek, Ind. Ter., "I was so run down that life hung on a very slender thread. It was then my druggist recommended Electric Bitters. I bought a bottle and I got what I needed—strength. I had one foot in the grave, but Electric Bitters put it on the turf again, and I've been well ever since." Sold under guarantee at Chas. Strang's drug store. 50c.

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PHYSICIAN & SURGEON
 Modern Equipment: X Ray Laboratory
 Office in Jackson County Bank Building
 Medford Oregon

Southern Pacific Time Table

EFFECTIVE DEC. 29, 1907

SOUTH BOUND	
No. 15	Medford 10:00 a.m. Grants Pass 11:00 a.m. Jacksonville 12:00 p.m.
NORTH BOUND	
No. 11	Medford 5:00 p.m. Grants Pass 6:00 p.m. Jacksonville 7:00 p.m.

Numbers 14 and 12 will make stop at Medford. Numbers 13 and 10 will be taken off.

TIMBER LAND ACT, JUNE 2, 1882—NOTICE FOR PUBLICATION

United States, Land Office, Medford Oregon, March 27, 1908.
 Notice is hereby given, that in compliance with the provisions of the Act of Congress of June 2, 1882, entitled "An Act for the sale of Timber Land in the States of California, Oregon, Nevada, and Washington, Territory," as amended to all Public Land States by Act of August 4, 1892.

LESTER S. TRERREN,
 of Butte Falls, County of Jackson, State of Oregon, did on August 27, 1907, file in this office his sworn statement No. 9399 for the purchase of the NE 1/4, NW 1/4 of Section No. 24, in Township No. 36 South, Range No. 2 East, and will offer public sale thereon the issue which is more valuable for its timber or stone than for agricultural purposes, and to establish his claim to said land before A. S. Bliton, United States Commissioner at his office at Medford, Oregon, on Monday, the 29th day of June, 1908.

He names as witnesses: Bud Hildreth, of Butte Falls, Oregon; Jesse Fennerty, of Butte Falls, Oregon; Albert M. Shaffer, of Butte Falls, Oregon; Frederick Bartley of Astland, Oregon.

Any and all persons claiming adversely the above described lands are requested to file their claims in this office on or before said 29th day of June, 1908.

BENJAMIN L. EDDY, Register.

ADMINISTRATORS NOTICE.

Notice is hereby given that the undersigned has been duly appointed, and qualified as administrator of the estate of Marina Ann Clemens, late of Jackson County, Oregon, deceased. All persons having claims against said estate are notified to present the same, duly verified, to me for allowance, at my residence in Medford, Oregon, within six months from the 20th day of March, 1908.

MARION TAYLOR,
 Administrator of the estate of Marina Ann Clemens, deceased.
 W. E. Phipps, attorney

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 At the price you ought to pay.
 The car that has been victorious forty times out of forty-three contests in hill climbing and endurance races. Call and get cuts and literature. Car for demonstration will be here in a few days.
D. T. LAWTON, Agent. MEDFORD, ORE.

Something new in Rubber Tire

We have something new in Rubber Tire which will repay you to investigate if you are in need of some new tires.
 We carry a complete line of all kinds of Rubber on hand and can do your work promptly.
 All of our work is guaranteed to give satisfaction.

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 Prices Reasonable
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