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COTTAGE GROVE LOCAL WRECKED

Four Killed and Five Injured in S. P. Wreck Sunday Night

Train No. 17, known as the Cottage Grove local, was wrecked at 9:30 o'clock Sunday night and four men lost their lives on that account. Both the engineer and the fireman and two young men who were stealing a ride by holding on the bars under the baggage car were the unfortunate victims.

The wreck was not cleared away until after 9 o'clock yesterday morning and no trains arrived in this city until 7:30 last night. The first and second sections of No. 15 were cancelled and No. 13 was made into two sections.

The train left Portland at the usual time, 4:15 o'clock, and when near Irving struck a bull which was lying on the railway track. On account of the darkness it was not seen and the train struck it going at full speed.

The train was thrown into the ditch and the fireman was pinned under the engine as it turned over on its side. The engineer died from the effect of the scalding he received. He was hurried to Eugene, but died shortly after he arrived and before anything could be done to relieve his sufferings.

The two young men were killed instantly and most of the passengers were badly shaken up, but none were seriously injured.

A wrecking train was hurried to the scene, which was accompanied by Superintendent Fields, and the clearing of the track began in a short time after the accident happened. Wrecking trains were also sent from Roseburg and Junction City so as everything possible was done so as not to delay the traffic any longer than was absolutely necessary.

The following is the complete list of the dead and injured in the Southern Pacific railway wreck near Eugene Monday night:

The dead:
JACK NICHOLS, aged 40, engineer, Portland.

FRANK H. BOULIER, 32, fireman, Portland.

RAY SWARTZ, 17, Junction City.

GEORGE BAILEY, 25, restaurant proprietor, Eugene.

The injured:
Vernie Apperson, Eugene, back and arm injured.

John Wright, Portland, leg injured.

John Francis Wilbought, Pittsburg, Pa., left arm broken; back injured.

Albert Rahn, Portland, left arm cut by glass.

W. Richardson, Selem, right hip injured.

WILL HAVE NEW MANAGER.

W. K. Merrill of Portland and special agent for the Pacific Telephone company, was interviewed by a Morning Mail reporter late last evening.

"What are the facts, Mr. Merrill, with regard to the telephone company and your recent local manager?" asked the reporter.

"I will tell you, just as I told the Tribune reporter: I have nothing to say, any more than that matters between the company and its recent local manager are being adjusted satisfactorily to the company."

"You may state, if you will, that a competent manager will be placed in charge of the company's business here and that the service will be improved in every respect possible."

"Yes, I realize that the service has not been what it should have been, but all this will be straightened out in due course of time and the patrons of our line will have no occasion to complain of poor service. I shall remain here several days, or until the new manager of the office has become familiar with the details of the office and the needs of the people."

SELECTION WAS WISE.

A meeting of the school board was held yesterday afternoon. Professor Smith, the new superintendent, met with the board and outlined the course he intends pursuing in conducting the schools. The outline given was very satisfactory to the board and met with general approval.

One member of the board expressed himself to a Morning Mail representative in these words: "I feel that the board has been wise in its selection of a principal. I believe we could not have chosen more wisely, and I believe every member of the board is of the same opinion as I am."

The board finds they are two teachers short, notwithstanding the fact that they have already secured

20. It cannot at this time be determined for which grades these teachers will be needed, but the increase in the population of our city is such as to assure the board that with these two extra teachers there will be none too many to properly handle the number of pupils which will be enrolled.

The board decided to make some changes at the north school, among which is that of so hanging all doors as to permit them to swing into the corridors when opened instead of into the rooms, as they now do. This change is made as an added precaution in case of fire—the doors swinging out making egress from the rooms much easier should a panic among the children occur. The board will also have shades placed on the windows of this building.

EXTRA SESSION OF CONGRESS.

HOT SPRINGS, Va., Aug. 22.—Just what Judge Taft's views are regarding the revision of the tariff were incidentally expressed today.

"If elected," he said, "I shall call together the 61st congress in extraordinary session to revise the tariff at the very earliest possible moment I have authority to do so."

Bryan's recent tariff speech has not reached here and the above was made without reference to what the Democratic nominee said on the subject. Judge Taft announced today that he would stop for two hours at Athens, O., next Saturday on his way to Middle Bass Island, where he is to fish for a week. The occasion will be taken to present him to the county organizations of Civil War Veterans.

The postmaster-general, who is here today, stated he believed Hughes will be renominated for governor of New York state.

FIRE MARSHAL FOR OREGON.

Among the measures that will be strongly fought for at the next session of the legislature will be one creating a state fire marshal and a board of insurance commissioners or insurance commissioner, whose duties will be entirely divorced from that of the secretary of state, who now holds that job. This movement, already set on foot and endorsed by the State Association of Mutual Fire Insurance Companies, has for its purpose the correction of a number of evils existing in the insurance business of this state.

It is a notorious fact, declared the men behind the proposed legislation, that it is impossible to secure a conviction on an arson charge in Oregon, though many heroic efforts have been made in the last two or three years to put confessed incendiaries behind prison bars.

Immunity from punishment has always been easy, in spite of overwhelming evidence, the escape invariably being on purely technical grounds. Counsel for defense have, with unvarying success, set up the point that the series of prosecutions were conducted by insurance companies—private interests—instead of through the proper official channels, and the jury has been impressed. At the same time, the insurance men claim they have had the zealous support of the prosecuting officials in their efforts to secure convictions.

To prepare for active support of such a measure, a meeting of the executive committee of the State Association of Mutual Fire Insurance Companies will probably be held in a few weeks and a committee named to draft such a measure.

The bill that will be prepared by the Oregon insurance men will be modeled after the Ohio law. In that state the fire marshal in two years secured 40 convictions in arson cases, and the result was a decrease in the total incendiary fire losses in that time was more than \$5,000,000.

WANDERS IN WASHINGTON.

WASHINGTON, Aug. 25.—With religion as his only solace, John R. Early, Spanish war veteran, stricken with leprosy, awaits his fate on an isolated tent on the banks of the Potomac river, where he is constantly guarded today by officers in the employ of the health departments. Thousands of people in Washington are frightened because of the possibility that they have contracted the disease through contact with Early, who spent five days in the city, eating in restaurants, riding in streetcars and taking in the sights generally.

At Lyon, N. C., his wife and child are in deep distress, facing the double horror of the loss of husband and father and the fear of becoming lepers.

Early came here to apply for a pension. His condition was discovered by a local physician whom he called when he became ill.

The district authorities have applied to the North Carolina authorities, asking that Early be removed, but there is little hope for the success of the application. It is probable that efforts will be made to remove Early to the Louisiana leper colony.

It is supposed that Early contracted the disease while serving as a soldier in the Philippines.

SHOWS UP THE WEAKNESS

Judge W. H. Taft Comments on Proposed Democratic Plank

HOT SPRINGS, Va., Aug. 26.—"It puts a premium on reckless banking and is an inducement to recklessness." Thus Judge Taft this afternoon, in response to a direct question, states what in his opinion is the vital objection to the proposed plank to guarantee the deposits of the national deposit banks.

"This is a fundamental objection," he said. "Relieved of all responsibility and the fear of the depositors, the tendency would be to induce exploitation, manipulation and use the assets of the banks in a speculative way. It would promote speculation at the expense of other bankers, and that ultimately means at the expense of the depositors. Any proposition as to the amount of the tax that should be assessed, as based on the present rate of loss, is on an erroneous basis, as the danger of a loss of the deposits is increased vastly by the proposed system, so that the percentage of the tax would have to be vastly increased."

"Mr. Bryan did favor a guaranty of the government to raise a fund by taxing the banks, but the Democratic platform provides for an enforced insurance which compels all the national banks to contribute to the insurance funds to meet the defaults of the speculators. I am told that such a law was in force in New York and that the result was that when a panic ensued, the tax having been improperly calculated, there was not sufficient funds to pay the losses, but this I have only on authority of a well-known writer on the subject."

There was some discussion here today of the position alleged to have been taken by Senator Hopkins of Illinois, that the policies of the presidential candidate, so far as they are not contained in the party platform, are not binding on the party. Mr. Taft declined to make the matter a controversial one. It may be said, however, that his attention was called to the fact that the rate bill which was recommended to congress by President Roosevelt was not specifically approved by the Republican platform of 1904, but that it was adopted by a Republican congress on his recommendation.

HARRIMAN DECLINED.

Perhaps it was the fact of Mayor Reddy's Ford automobile breaking down about 16 miles out from the city. Perhaps the crowd from Medford gave the great man a scare. Perhaps it was—but what is the use of speculating; the fact remains that E. H. Harriman, the proud possessor of untold miles of railroad, politely declined, because of illness, the kind invitation to come here and be presented with the keys and the freedom of the city.

Governor Chamberlain, however, took a chance and saved the committee from returning altogether alone. But then it must be remembered that the governor is a politician and not a great railroad man. The distinguished guest arrived in an automobile about 5 o'clock and half an hour later was on the train speeding toward Portland.

Governor Chamberlain, William M. Colvig and J. P. O'Brien, the general manager of the Harriman lines, came here from the lake with Mr. Stanley, in the latter's automobile. Shortly after that the governor and Mr. O'Brien boarded the private car and it was attached to No. 16 when it arrived.

Much sympathy is expressed for Mayor Reddy. It appears that his car broke down on the way out and the mayor and the car were both there when the party returned from the lake yesterday afternoon.

Perhaps it is unnecessary to add that the speeches which had been prepared were not given and the reception planned did not take place. However, both may yet do service on some occasion in the dim and distant future.

IMPORTANT INVENTION.

It will be good news to the fruit men of Oregon to learn that an invention of a man in Georgia for the cooling of cars in which fruit is carried has been given trials in some of the best southern fruit districts. The demonstration showed it to be a perfect success and quite a sensation was caused by it among fruit men, who declare its value to be incalculable.

The invention is an apparatus for the pre-cooling of refrigerator cars, and was invented by John D. Cunningham of Marietta. It is a well-known fact that peaches heated from the trees during the heat of the day contain a large amount of heat

which causes them to sweat and ferment after being placed in the car.

It is said that a refrigerator car with its bunkers filled with ice cannot take the heat out of the fruit under several hours' time, and that while the ice in the bunkers is cooling the peaches there is a fermentation and a sweat going on that causes many of the peaches, especially those on the top layer, to become too ripe and oftentimes specked before reaching the market.

The new apparatus, which was used there this week for the first time, and with such success, promises to add many days to the shipping life of peaches and other fruit and vegetables. It is composed of a large wooden box, which contains several hundred feet of iron pipe, around which salted ice or chemical refrigeration may be placed. Connected to the pipe on one end is a fan, which is driven at the rate of 3500 revolutions per minute by a marine engine, and which forces the air through the freezing pipes into the car through a false half-door.

This cold air driven by the powerful fan is forced into the car under a pressure of three or four pounds to the square inch, and it is claimed will reach every peach in the car, chilling it and reducing the temperature of the car lower than could be done by the bunkers when the doors are closed and the car had reached the lowest temperature possible from the ice in the bunkers.

Four cars were pre-cooled there, and the temperature was lowered from 74 to 45 degrees in 20 minutes.

Fruit men who witnessed the demonstrations made there by Messrs. Keenan and Riley, who are in charge of the apparatus, declare it is the most important invention since the refrigerator car was made.

PRESIDENT NEWELL HERE.

W. K. Newell, president of the state board of horticulture, is in Medford, and in company with Fruit Inspector Taylor is making a thorough inspection of the orchards of the valley, the packing houses and the methods of packing the fruit.

Mr. Newell is not making this inspection for the mere pleasure of it, or as a midsummer outing, but to him it is a matter of business, and it must be so considered by our fruit men. Fortunately the fruit men in this locality are not forgetful of their interests and if the entire board of horticulture was to swoop down upon them, The Morning Mail fancies they would find no causes for arrest or even censure. It is clean orchards and clean fruit which has made for this valley its reputation it now has, and there is no use of any one getting funny in this matter or endeavoring to put up anything but the genuine article. Inspector Taylor is determined to keep all orchards clean and every honest orchard man is as determined as he is.

In speaking of the pear blight, Mr. Newell said he was very much gratified to see that our fruit men were so ably and successfully handling it. There is scarcely any blight here now, and the scare which went up several months ago has practically all subsided. Someone evidently knew how to treat it.

Mr. Newell is also, while here, arranging for the collection of fruits for an exhibit at Seattle exposition next year.

HITCHECOCK NOT COMMITTED.

NEW YORK, Aug. 26.—Chairman Frank H. Hitchcock of the national Republican committee today declined to discuss the New York state primaries in respect to any possible effect they would have on the governorship nomination, and later up-on the national ticket. He insisted he had not committed himself in any manner for the governorship and said he did not think he was called upon to do so.

In regard to the recent conference at Oyster Bay, which gathering was followed by a statement by John S. Sherman, the Republican candidate for vice-president, that the preponderance of opinion there was favorable to Hughes, Hitchcock said: "Mr. Sherman stated explicitly that no determination of the governorship matter was affected."

It is not expected that the views of any of the Republican leaders who participated in the discussion at the president's summer home were altered by the fact that a number of the counties in the primaries expressed themselves in opposition to the governor. Thus far the Republican national committee has taken no stand in the Hughes matter. The governor has not been invited to speak in the national campaign and it is said no invitation will be extended to him until after the New York state convention.

The engagement in which Hughes has to speak at Youngstown, O., September 5, was not made under the auspices of the national organization. If Hughes is renominated the directors of the speakers' bureau of the national committee will begin immediately booking the governor in as many speeches as he can consent to make.

BOTH BUSINESS AND PLEASURE

E. H. Harriman Calls Several Heads of Departments to Klamath

PORTLAND, Or., Aug. 22.—E. H. Harriman will at once build a road across Central Oregon and also a road south from the Columbia river, either up the Deschutes river or a continuation of the Columbia Southern to a point in Central Oregon, where such a road would cut the proposed line running east and west.

This is the statement made by Governor Chamberlain, who returned today from a visit to Mr. Harriman at Klamath Lake. Mr. Harriman told the governor the construction work across Central Oregon would begin just as soon as the route could be located, which would probably be during the present week.

According to Governor Chamberlain, an agreement to build the road south from the Columbia was a tacit one. He quotes Harriman as saying: "We will build a line into Central Oregon immediately. As soon as the construction forces can be assembled work will be commenced. I think I can assure that the ground will be broken within 60 days."

KLAMATH FALLS, Or., Aug. 22.—E. H. Harriman has summoned to Pelican Bay for a conference Pulus Kruttschnitt, who is known as the chief assistant to Mr. Harriman in all his railroad business; E. E. Calvin, vice-president of the Union Pacific system, and William Hood, chief engineer of the Pacific system, as well as a number of other prominent railroad officials connected with the trusts.

The object of this conference means more than a consideration of the road to Klamath Falls. It means that J. P. O'Brien, manager of the Harriman lines in the northwest, who has just made a trip through Central Oregon with Governor Chamberlain, is making a report upon the country to the north of here and that Mr. Harriman and his officials will consider the advisability of the extension of the road from this city through to Natron and making it the main line of the Southern Pacific between Portland and Sacramento. The officials are expected here at any time and the conference will be held upon their arrival.

Mr. Harriman has also issued orders, it is said, to the construction engineers that the California & Northwestern must be completed to the water in six weeks so that he can step from the boat into his private car. This may be taken as evidence that he will not leave his mountain retreat until some time in the latter part of next month.

The sons of Mr. Harriman have also given out that they will remain here until the middle of September in order to enjoy the superb duck hunting of this section. Mr. Harriman's orders in regard to the completion of the road to the navigable water are being carried out and already another dredge has been put on the dike work and three of the machines are now working day and night so as to complete the grade to the channel.

INVESTIGATE TRANSACTIONS.

NEW YORK, Aug. 24.—A special committee of five members of the stock exchange will conduct an investigation of the transactions which took place on the floor of the exchange Saturday when more than a million shares were bought and sold in enormous blocks and in such a manner as to arouse the suspicion that the sales were so matched as to create a fictitious impression of activity. The governing committee of the exchange took up the matter after the trading closed today, and in a brief session authorized the president of the exchange to appoint an investigating committee.

The trading on Saturday amounted to over a million shares, while during the five hours' trading today only 287,000 was dealt in. Some of the smaller brokers who trade on the floor for other brokers were reported to have given the names of three or four firms as having done practically all of Saturday's enormous buying. Through them the committee may be able to trace simultaneous orders to buy and sell.

WHERE HE WAS BORN.

SALEM, Ill., Aug. 26.—No crowd of such size and enthusiasm ever turned out in this city, the birthplace of Bryan, as that of today when the Democratic candidate stopped over to greet old friends and neighbors. Thousands of people came into the city on special trains.

The principal event was the speech of Bryan from the platform of the courthouse grounds, in which he ap-

pealed to the "Roosevelt Republicans" to support the Democratic ticket, because, he said, they could not hope for a realization of the promised reforms of their party. Taft, he said, was not the heir to Republican reform.

During the day Bryan divided most of his time with the Bryan and Jennings branches of his family. After luncheon he went to the cemetery and placed flowers on the graves of his parents and later inspected the Bryan-Bennet library, presented by himself and the late Philo S. Bennet of Connecticut. He held receptions everywhere he went. While Bryan was talking to a crowd, a purse of \$300 was made up for a campaign contribution. A check for \$100 was also given by a Clinton county man.

Theodore A. Bell of California, chairman of the Kern notification committee, made a speech in which he compared the platforms of the two dominant parties.

Bryan took up the question, "Shall the people rule?" He said of Sherman, "He ought to have known, for he had been one of the fellows that have kept them from ruling. In the house of representatives he has been one of the men responsible for thwarting the will of the people, and I lay down the statement that the American people today do not rule."

"They do not conduct their own government, and a government conducted by others is not responsible for the will of the people. Now, if I am right, Mr. Taft is wrong and Mr. Sherman is wrong. When they say the people do rule they admit the people ought to rule, and if they admit people ought to rule, if I can convince the country that the people do not rule, then we are entitled to a verdict at this election, and I am willing to meet the issue."

Bryan said the present rules of the house of representatives destroyed every opportunity of the people from controlling their own government and charged that they had converted that popular branch of government into a despotism. He also discussed the tariff and the trusts.

MAY GET ONE AT MEDFORD.

Preparatory to the establishment of stations in various parts of Oregon for the measurement of precipitation at the principal watersheds, District Forecaster Beals of Portland is co-operating with the reclamation, forest and water resources branch of the geological survey, is collecting data on the subject. He has sent out letters to various people in the state explaining that it is the purpose to establish three classes of stations, as follows:

Stations equipped with a standard rain gauge, which can be visited daily and measurements made of moderate snowfalls or rainfalls, as the case may be.

Stations located where a permanent observer can be found to make a record immediately following each storm; these stations to be equipped with a standard rain gauge and also with snow bins or cubical boxes, five feet on every side, with heavy two-inch plank floors and matched board sides. When a storm has more or less filled them with snow, the snow will be measured and the bin will be cleared out and cleaned.

Stations equipped with snow scales, which it is proposed to make as follows: Select a tree from six to eight inches in diameter; bore a one and one-fourth inch hole every foot, and insert a pin projecting six inches on each side; make the five-foot and the ten-foot pegs, etc., ten inches long; paint the body red and the pegs black, if practicable.

"I am writing to you," says Mr. Beals in his letter, "to ask if you will not advise me as to whether or not it is practicable to install a station of one or more of these classes in your neighborhood, and if it is, I would like to have you let me know what it would cost to construct the bins or to make the scales, as the case may be. Also what it would cost for the services of a man to make and report the measurements necessary in this connection."

"That I may be able to get a better understanding of the conditions in your neighborhood, please also advise me regarding its exact location, also regarding the surrounding country in the immediate vicinity of the proposed operations, whether bleak in the forest or in a common open country; the altitude above sea level and whether a man can be obtained who has had experience in the use of instruments. Also what it would cost for me to come there and consult with you further in this connection."

Miss Swims River.

PORTLAND, Aug. 26.—A 13-year-old girl, Leota Young, of Wilamette Falls, swam across the Willamette Saturday afternoon in 20 minutes. She selected a point about two miles above Oregon City, and accompanied by her father in a row-boat, swam it without any difficulty. The river at this point is about half a mile wide, and owing to the current, is a pretty stiff swim for an adult. Miss Young is the daughter of Captain Young, of the steambot Lang.

WILL START FROM MEDFORD

Automobile Road to Klamath Lake to Start From This City

Two auto roads into Crater Lake National park. One from the line of the Southern Pacific, eastward to the summit of the Cascades, the other from some point east of the mountains, westward into the scenic reserve.

Governor Chamberlain has appointed the committee which will have in hand the ways and means of providing the money necessary to build the roads and of selecting the points from which the highways will penetrate into the mountain vastnesses and about the natural beauties which surround Crater lake. The committee consists of the following:

E. H. Harriman, Judge Lionel R. Webster, Henry L. Benson, Klamath Falls; J. F. Reddy, Medford; P. H. Hopkins, Central Point; Benton Bowers, Ashland; J. H. Scott, Salem; G. T. Baldwin, Klamath Falls; T. B. Wilcox, Portland; W. I. Vawter, Medford; C. S. Jackson, Portland, and Colonel Frank H. Ray, New York city, who is largely interested in the development of the Rogue River district.

Governor Chamberlain's action in soon formulate plans for the construction of the wooded avenues in the deep forests surrounding Crater Lake National park came about as the result of a move to gain easy access to one of the most scenic regions in the world.

While Mr. Harriman was in conference with the governor's party and General Manager O'Brien at Pelican Bay Lodge the past week he forwarded the following telegram, after a conference between some of those interested in building roads to the park:

"E. H. Harriman: Proposed to raise \$250,000 to build first-class auto roads from Medford to Crater lake and from lake to Klamath Falls, connecting with your line at both ends. State of Oregon, Jackson County, Klamath county, cities of Medford, Central Point, Klamath Falls, interested individuals, to provide money. Many prominent men favor movement. Will you accept appointment as one of commission which governor will name to formulate plans and carry project to completion? Will not encroach greatly upon your time?"

Then out of the dense woods surrounding the idyllic spot where the railroad king is free for a time from the cares and worries of the financial maelstrom, came the following reply:

"Thanks for your message. I will confer with the governor when he comes down here. Am ready to do anything I can to aid intelligent improvement."

And so Governor Chamberlain has placed E. H. Harriman at the head of the committee.

As soon as Mr. Harriman has given the final word concerning the building of the new railroad into central Oregon and thus relieves himself of this new business enterprise he has taken up since coming to Oregon, it is expected that he will call a meeting of the committee and action taken towards the object to be attained. Harriman-like, it is not likely that much time will be consumed in getting down to work and formulating definite plans for bringing within easy reach of the world one of the most ideal and entrancing spots within the boundaries of the United States.

Mr. Harriman himself has visited the lake and has evinced great interest in its welfare and has eagerly awaited an opportunity to give the park and its mirror-like body of water more publicity. In consequence of his ambition along these lines it is placed beyond doubt that he will take an active and pleasurable concern in promoting the project which has already been well launched on the highway of success.

CHILD TRAIN-WRECKERS.

SANTA ROSA, Cal., Aug. 26.—Imprisoned for a self-confessed attempt to wreck a passenger train, Austin Davis, 10 years old, and his child companion, Henry Fehler, today made a daring and all but successful attempt to break jail. They were captured just as they sought to leave the building.

The lads were imprisoned on the second floor of the jail. Climbing to the top of the steel enclosure over the stars, they ripped a hole in the wall and gained entrance to the insane ward. From here they worked their way into the corridor, got downstairs and were unlocking the doors to the entrance when caught.

The attempted jail break caused a hurried consultation, as a result of which young Davis was ordered sent to the Reform school.