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CIRCUS DAY IN MEDFORD

It Is Estimated That Nearly
12,000 People Wit-
nessed Show

Yesterday was circus day in every sense of the term. It was circus weather, there was the circus crowd, circus dust, circus lemonade, and then, to cap the climax, there was the show itself, and the general impression among the thousands who saw it was that the show was a good one.

Sunday night the people started to arrive in the city for the purpose of attending the performance and from that until the hour for the opening the people arrived in droves. They came in rigs, in automobiles, on trains and many walked. All were intent on seeing what will in all probability be the last appearance of the world-renowned "Buffalo Bill."

The show opened with a grand review of all the different rough-riders of the world, the genuine Sioux and Cheyenne Indians, cowboys, Cossacks, Mexicans, scouts and guides, veteran members of the United States cavalry, a group of western girl rough-riders and a detachment of color guards, soldiers of the armies of America, England, Germany, Japan, Russia, Arabia and Mexico.

Then there was a group of Mexicans from Old Mexico who showed the use of the lasso, the old Dead-wood stage coach, and then Buffalo Bill gave some exhibitions of expert shooting from horseback while on the gallop.

The next on the program was what was termed the "race of races" and it was between a cowboy, Cossack, Mexican, Arab and Indian on Mexican, broncho, Indian and Arabian horses. Attention was directed to the different seats in saddle by the various riders. This was won by the Arab.

Then followed the United States artillery drill, showing the old muzzle-loading methods. The guns used were relics of the civil war. A former pony express rider showed how telegrams of the republic were distributed and carried across the continent, previous to the building of telegraphs and railways.

The Arabs and Japanese performed various feats of agility. The emigrant train illustrated a prairie emigrant train crossing the plains guided by Buffalo Bill. Incidental to the scene there was a buffalo hunt, the Virginia reel on horseback, songs by the emigrant's octette, and high-school performances by Ray Thompson's trained western range horses, including "Joe Belle," the most wonderfully trained equine in the world. After the emigrant camp had settled down for a night of rest and sleep, the peaceful scene was disturbed by marauding Indians and they were repulsed by the scouts and cowboys.

The battle of Summit Springs, fought on July 11, 1869, was shown. During this engagement Buffalo Bill shot and killed the Indian chief Tall Bull.

There was football on horseback, the newest form of equestrian sport, played under special rules and seen for the first time in any arena; a drill by the Sixth cavalry, showing the evolutions of the regular army; Johnny Baker, the celebrated American marksman.

"The Great Train Hold-up and Bandit-Hunters of the Union Pacific" was a scene representing a train hold-up on the western wilds. The bandits stopped the train, uncoupled the engine from the coaches, robbed the express car and blew open the safe. Meanwhile the passengers were lined up and despoiled of their valuables. The scene ended with the arrival of the bandit-hunters of the Union Pacific.

Racing by Indian boys on bareback ponies, cowboys picking objects from the ground, lassoing and riding wild horses; Devlin's Zouaves, in manual of arms, lightning drills, finishing with an exhibition of wall-scaling, showing the adaptability of citizen-soldiers in warfare; Cossacks from the Caucasus of Russia, in feats of horsemanship, and then the final salute.

In spite of the immense crowd in the city, all were on their good behavior and the police had about as quiet a day in their line as if there had been nothing unusual doing. There was no accident and as far as is known all the visitors were well taken care of by the hotels and restaurants and had a real good time, taking it all in all.

LOCAL MEN BUY LAND.

What is without doubt the largest real estate deal in the history of

Southern Oregon was closed Saturday night. The number of acres transferred is 10,000 and the price paid is \$500,000.

Although the land is near Roseburg, the buyers are all Medford men. The syndicate is composed of J. W. Perkins, Frank B. Walte and Ed Andrews. The land they come into possession of by this deal is known as the Sullivan tract, and it comprises the whole of the Callapooia valley, 15 miles north of Roseburg.

In addition to the land, there is an electric light plant, a telephone line and a well-constructed ditch. The whole of the tract is now under cultivation and it is claimed that all of it can be put under water by putting in more ditches, which the new owners intend to do. They also intend to begin at once the construction of macadam roads through the land.

The land will be subdivided into tracts of from ten acres up and placed on the market this fall. It is claimed that the land is well adapted for the raising of fruit, and in fact, there are now quite a number of apple and pear trees on it which are bearing well. The tract was formerly owned by the Callapooia Investment company.

The new owners of this tract wish it to be understood that in placing the smaller tracts on the market they will in no way do anything to injure the orchard land business in the vicinity of Medford, for, as they state, they will have a great many calls in connection with the selling of their land for orchards in bearing, and all such they will see are put in touch with the dealers and owners of such land here.

FORESTRY POLICY.

ALBUQUERQUE, N. M., Sept. 29.—Anticipated attack in the National Irrigation congress upon the administration's forestry policy came at the morning session today when D. C. Beaman of Denver, in an address of an hour's duration, made a sweeping and severe arraignment of the administration of the forestry service by Gifford Pinchot. At the afternoon session George H. Maxwell of Chicago made a ringing response to the attack of the Colorado man, which brought the defenders of the forestry service to their feet in a demonstration of approval.

Several western men took part in the discussion, some attacking, others defending the bureau, but the speech of Beaman and the reply of Maxwell overshadowed all other events of the session. An attempt was made to cut Beaman's speech short by the delegate, who demanded that the time limit of 20 minutes be enforced. President Gandy declined to support the point of order and the address was completed without further interruption.

After Beaman concluded, J. J. Fairweather of California asked if Beaman was not the paid attorney of the Colorado Fuel & Iron company. President Gandy ruled the question out of order. Beaman replied he had been the company's attorney since its organization, but that the corporation had no interest in the forestry problem.

COSS FOUND GUILTY.

In the case of the state against H. M. Coss of this city, which has been on trial in the Circuit court at Jacksonville before Judge Hanna, the jury yesterday afternoon returned a verdict of guilty after being out nearly three hours. Sentence will not be passed for a couple of weeks yet, and in the meantime bail is fixed in the sum of \$3000.

It is reported that three votes were taken by the jury after they retired. The first one stood 10 to 2 against the defendant, the second 11 to 1 and the third one was unanimous. It is reported that the case will be appealed to the Supreme court by Coss on the usual grounds. Coss was arrested in this city, charged with a statutory crime in connection with Carrie Stagg, a 14-year-old girl who was employed as a domestic in the Coss home. He was defended by W. M. Colvig and Clarence Reames and the prosecution was looked after by R. G. Smith, E. E. Kelly and District Attorney Mulkey.

WORK ON BUNKERS.

Work on the rock bunkers and side track at the Weaver tract in West Medford is being pushed this week. Two carloads of bitumen are at the depot here and six more are on the way. Rock is being quarried and broken up ready to feed into the crusher. Wiring connections to the dynamo are all made. When arrangements, which are well under way, are made for the power, crushing will commence and the crushed rock will be dumped on the ground here until such time as the bunkers are ready. Lumber for these is very slow in coming in.

SUBSCRIBE FOR THE MAIL.

SHOWS WHAT CAN BE DONE

S. L. Bennett Shows Splendid Results in Fruit Growing

If you have not as yet seen the apple orchard of S. L. Bennett you have missed seeing the most wonderful fruit product this valley has ever grown. The orchard is situated just north of Medford; there are one and one-half acres of bearing trees in the orchard and it has always been one of the best producing orchards in the valley, but this year it has outdone all previous records. It hardly seems credible that the trees are capable of producing the fruit they are now carrying. So heavily are the trees loaded that it has been necessary to wire the limbs together to prevent them breaking—in fact the center of every tree is a network of wires. While it is true that these trees are carrying more fruit than they have ever carried in any previous years, it is quite as true that the fruit is a good merchantable size; in fact, three-fourths of the crop, Mr. Bennett estimates, will be four-tier. The average yield of the orchard per tree is placed at 20 boxes, and as there are 110 of these Newtown trees, it can be easily figured that the crop will be over 2000. Two years ago the crop from this same orchard was 1100 boxes, and that was considered the banner, but this season's crop quite puts in the shade all previous records.

Two years ago Mr. Bennett gathered 33 boxes of apples from one Newtown tree, but, listen to this—there will be more than 40 boxes this year from the same tree.

Besides this old orchard which has produced such wonderful crops for several years past, there are this year fully 100 boxes of splendid Newtowns growing on a six-year-old orchard.

Mr. Bennett and his son, Louis, have about 20 acres of land planted to fruit of standard varieties, and this amount of acreage they conclude will be all they will ever want to care for. The land is some of the very best in the valley, is so situated that it can be irrigated—in fact, the orchard was irrigated this year, and the great crop which the trees are now developing is due to some extent to irrigation. The water is from the Fish Lake ditch and there is always an abundance of it.

Louis Bennett is a graduate of the Oregon Agricultural college, and the knowledge he acquired there is now proving of great value to him. He adopts only scientific and proven methods in handling the orchard.

Every fruitgrower in the valley ought to see this orchard—if for no other reason than to give them some idea as to the amount of fruit a bunch of trees is capable of producing.

FAVORABLY IMPRESSED.

C. G. Chamberlain, a prominent farmer and fruitgrower residing near Meritz, Josephine county, was in the city yesterday, a guest at the Moore hotel. The gentleman is very favorably impressed with our flourishing city, and was agreeably surprised at the many evidences of prosperity and of the city's rapid growth since his last visit here.

Mr. Chamberlain has 250 acres of the choicest fruit and agricultural land in Josephine county, and last spring set out 25 acres in young orchard. He bought the place two years ago and has spent several thousand dollars in improvements. At his age he says he has too much land to handle successfully and would like to dispose of a part or all of it, in which event he might decide to locate in Medford.

He will return to Meritz today, but will be in attendance at the fair in Medford next Thursday, Friday and Saturday, and will bring back with him some exhibits, among which he says will be the biggest squash in the two counties.

WILD RIDE TO ASHLAND.

Shortly after 10:30 yesterday morning a man who had every appearance of being insane or suffering from some intense excitement, was seen dashing down the street toward the depot as the train was pulling out for the south. He managed to miss the rear car by about a block and then proceeded to dance a hornpipe and several other kinds of dances never seen before.

When he was calmed a little he proceeded to explain that he had been informed that the train stopped for 20 minutes at Medford and went down the street to procure some fruit. His family was on the train and for a few minutes he appeared as if he was going to commit suicide.

One of the bystanders offered a suggestion which was quickly acted upon and the man made a bee-line for Hodson's garage. Charles True failed to see anything to get excited about when he was informed of what had happened and coolly proceeded to get a machine ready. He and the stranger got in and there was just a streak of something as the automobile flew down the street going south.

Charles, the machine and the man arrived at the depot in Ashland in just 32 minutes after they started and they got there a minute or two before the train. Those who were there say that the look on the faces of the man's wife and children as they beheld the lost one standing there was one never to be forgotten and for a few minutes after he got aboard there was a hot reunion on that car.

BROKE ALL RECORDS.

WASHINGTON, D. C., Sept. 24.—Figures of the lumber cut in 1907 compiled by the Bureau of Census and the Forest Service showed the largest total ever reported in the United States, exceeding by over seven per cent the cut reported for 1906, until then the record year. This does not necessarily show a larger actual cut than in 1906, for the returns obtained last year were more complete than ever before. The figures facts.

In 1907, 28,260 mills made returns, and their production was over 40 billion feet of lumber. This is believed to be 90 per cent of the actual cut. In 1906, 22,398 mills reported about 37 1/2 billion feet. Since according to these figures nearly 29 per cent more mills reported last year than the year before, while the increase in production was a little over seven per cent, it might be thought that the amount actually manufactured must have been greater in the earlier year. This, however, would be a too hasty inference, for it is almost wholly among mills of small individual output that the gain in numbers of establishments reporting has been made.

Before the year closed the general business depression was severely felt in the lumber industry. It was not, however, the most important cause of the falling off in the production of the year where a falling off occurred. For decline in production took place only in certain regions. The South is the region of greatest activity in lumber production, and yellow pine the most important wood, forming 33 per cent of the entire cut of the country. The cut of yellow pine reported shows an increase of 13 per cent over that of 1906. In the early part of the year many of the southern mills cut so heavily that, in spite of the curtailed output which followed the business depression later, the total was greater than ever before. But in both the lake states and in the northwest a smaller cut was reported than for 1906, though the number of mills reporting increased.

The figures of production show that during 1907 Washington fell off decidedly from its huge cut of 1906, while its sister state Oregon, is credited with a slight increase in its total. In the early part of the year Washington suffered from a car shortage, and at the end of the combined effects of business disturbance and higher freight rates had brought the industry almost to paralysis. Oregon kept up its cut because of its larger proportion of coastwise and foreign trade. These two states together produced more lumber than any two other states in the Union.

It is a striking fact that though lumber prices have been steadily going up during the last half century, the per capita consumption of lumber has also been going up. In 1850, according to the best figures obtainable, the average consumption to each person in the country was 250 feet, in 1900, 460 feet; and in 1907, 480 feet. This illustrates what has been found to be true the world over—that with industrial progress the demand for wood becomes greater and greater.

YOUNG TRAVELING MAN.

Yesterday afternoon about 3 o'clock Mrs. A. Kusick, who runs the Medford rooming house, on West Seventh street, gave her little son, 3 years of age, a bath and let him out on the sidewalk to play. Some 30 minutes later her daughter returned from school and after diligent search was unable to find the child. The mother, becoming somewhat uneasy, was preparing to go out after help when the child was returned to her by the police authorities.

It seems that when train No. 3, which passes here at 3:20, arrived in Ashland, the child was found thereon, being able to give its name and residence as Medford. It was brought back here by a young man coming on No. 16. The mother says the child has a great liking for engines and she has had several engineers to look out for it in front of their engines.

MILLIONAIRES PASSED THROUGH

Wm. Rockefeller and Party Stopped Here a Few Minutes

For a few brief minutes yesterday Medford was the host to the richest man who has visited the north-west in the last 14 years. William Rockefeller, chairman of the board of the Standard Oil company, the greatest corporation on earth, and brother of John D. Rockefeller, founder of the oil concern, was here by special train yesterday afternoon. With him on board the gorgeous Milwaukee special were a group of the greatest captains of industry in the country, big in the affairs of scores of corporations, and most of them officers or directors of the Milwaukee railroad, now building its extension to the Pacific coast.

Because of urgent business demands from San Francisco, the nature of which is not revealed, the distinguished party of railroad magnates and capitalists are going south.

William Rockefeller was of course the richest man in the crowd, but with him are his sons, William G. Rockefeller and Percy Rockefeller, whose fortunes can only be estimated. The prominent people in the party, aside from the Rockefellers, are President A. J. Earling of the Milwaukee; L. J. Pettit, of the Wisconsin National bank; Major T. S. Bond, Henry Cooper, Percy Bliss and officials of the Milwaukee road in the state of Washington. They are making a comprehensive but hurried tour of the coast, a trip which was planned immediately following the recent annual election of directors of the company in New York. The party passed Saturday in Seattle, looking over terminals there. Sunday they arrived in Tacoma, where the big holdings of the big transcontinental systems were inspected, followed by an automobile trip into the national reserve and a close-range view of Mt. Rainier.

The special on which the Wall-street giants are traveling is the most aristocratic ensemble of equipment that ever passed through this city. The train is a solid Pullman throughout of the bright orange-red color for which the Milwaukee road is renowned in the east. It includes William Rockefeller's private car Genesta, and the private cars of the other Milwaukee directors and officials. The baggage car and compartment sleeper Ontonagon are from the regular equipment of the "Pioneer Limited," the train de luxe of the Milwaukee on the St. Paul-Chicago run. The Rockefeller car occupies the middle of the train, the rear coach being the combination diner and observation car Nekoska. President Earling's private car is the St. Paul.

The present trip of the Rockefeller and the other Milwaukee directors to the coast at this time has received in San Francisco and other points the rumors that it was the intention of this great independent trans-continental system to extend its northwestern terminals and construct a line down the coast to San Francisco. This rumor President Earling has seen fit to deny, or refer to in an evasive manner since arriving in the northwest.

The most important announcement which he has made on the present trip is that the Chicago, Milwaukee & St. Paul will be running through freight and passenger trains to the coast by July 1, 1909. The swell train will be called the "White Flyer" and will be the only train de luxe of that color in America, as it will be lined in ivory white throughout. It will also be the first through passenger service from the Atlantic to the Pacific seaboard, for arrangements have been made with the Pennsylvania to operate a through Pullman sleeper from coast to coast.

JUDGE SCOTT HEARD FROM.

Judge Scott, the organizer of the good roads movement for the state of Oregon, is showing himself to be a great booster for Medford and Southern Oregon. It will be remembered that Judge Scott was here last week in connection with the organization of the Jackson County Good Roads association, and according to an interview with him published since that in the Eastern Oregonian at Pendleton, he must have been well pleased with his visit and what he saw here, as the following will show:

"A broad, smooth thoroughfare extending the length of the Pacific coast may seem visionary, but it is no dream if the plans of Judge John H. Scott of Salem, president of the Oregon Good Roads league become a reality and it seems probable they will.

"Judge Scott returned yesterday

from a trip of a week through Southern Oregon, where he advocated good roads and where he discovered a strong sentiment in favor of promoting this important work in the commonwealth.

"Judge Scott is advocating a plan of constructing a beautiful road for hundreds of miles on a unit system, the move to start in some county and with state co-operation to continue from county to county until the road becomes a complete whole.

"Southern Oregon people have shown themselves heartily in favor of the idea and in Jackson county there is considerable agitation to bond the county for the promotion of good roads. Judge Scott would have a road constructed across the county and the adjoining county take up the work adding another link in the chain with work going both ways. The plan seemed entirely feasible to good roads enthusiasts, and there is every reason to believe the road will become a reality eventually.

"Judge Scott is most enthusiastic over the prospects for developing the road situation in the vicinity of Medford.

"That is a wonderful country," he stated.

"The development in that section is almost beyond belief except by personal observation of the conditions there. On every side are beautiful farms, rich with nearly all products of the soil and the people are highly prosperous. It seems that every one has an automobile and plenty of money. Beautiful homes are numerous and few sections of the country may boast of more substantial financial conditions.

"Among other things, the people the enthusiasts on the good roads question. We formed an association while there. The delegation included Judge Baldwin of Klamath county, C. S. Jackson of the Portland Journal, Judge Nell of Jacksonville and myself.

"One of the plans advanced was for the construction of a road between Klamath Falls and Crater lake. This road will cost about \$500,000 and Judge Scott believes that Jackson and Klamath counties will advance \$100,000, \$50,000 pledged from outside interests, the state to give \$100,000, which seems reasonably certain, and the national government appropriating the balance.

"Medford and Southern Oregon has a warm booster in Judge Scott, who is much impressed with their enthusiasm over good roads, people in the vicinity being certain they mean everything toward the development of that region.

"Among the moves made at the meeting in Medford was the introduction of a resolution heartily endorsing the work of promoting public highways throughout the state and pledging the association's support in every manner possible."

BUNGALOW BURNED.

At 9 o'clock Sunday evening a fire alarm was sent in from the Barr addition in Southwest Medford. The department responded promptly to the call and made excellent time in arriving at the scene of the fire, where the new bungalow residence recently erected by F. J. Rinehart was found to be in flames.

The fire boys were there in plenty of time to have easily saved the building, but after laying 950 feet of hose it was discovered that there was no water in the hydrant, and by the time the water was finally turned on further down the main it was too late to do any good, and the building burned to the ground. Fire Chief Amann was at a loss to understand how the water came to be turned off from this particular hydrant, and says that he will look well after it in the future that there is no meddling with the water hydrants.

The residence was unoccupied and all indications point to the fact that the fire was undoubtedly of incendiary origin. Mrs. Thomas Barr, who resides near by, was the first person to discover the fire. She was cooking a late supper for her son-in-law, when, happening to look out of the window, she saw a light at the Rinehart building. Knowing that the house was vacant, she went to the door to get a better view, and saw a fire blazing up in the corner of the back porch. She at once gave an alarm, and with the aid of some boys procured buckets and endeavored to extinguish the flames. Finding that they were unable to do so, an alarm was turned in to the department, with the result above stated.

The building was insured with the Milwaukee Insurance company for \$1000.

Medford has been very fortunate in the matter of fire and has never experienced any very serious conflagration, the one Sunday night being the first for several months. The unusual ringing of the fire bell created a general excitement and it seemed to The Morning Mail reporter that at least half the population of the city was at the scene of the fire.

OUTLOOK IS VERY GOOD

Some Splendid Good Roads Meetings Held Last Thursday

Very little else but good roads was talked about around the city yesterday and the very spirit of good roads appeared to be in the air. When one citizen would meet another, instead of saying the customary "good day" he would say instead, "good roads." Even most of the stores closed for an hour or so in the afternoon just to help along the good roads movement.

The good roads meeting yesterday was just a continuous performance, for it began in the morning, continued most of the afternoon and then at night again till about 10:30, when many of the leading citizens departed for their homes to sleep—chance to dream of good roads. And from all indications those dreams are more than likely to come true.

There was a large crowd at the evening session of the good roads movement and all appeared to be well pleased with the results, and with what they heard and learned. Judge Baldwin of Klamath county made the first talk and gave an outline of what good could result from the building of the road to Crater lake and Klamath Falls. He stated that if Jackson county would give \$50,000 that there would be no trouble of getting a like amount from Klamath county.

Judge John H. Scott, the state organizer for the good roads movement, was the next speaker. He stated that the road would cost in the neighborhood of \$500,000 to construct. Toward this amount Jackson and Klamath counties would give the sum of \$100,000. Fifty thousand dollars is pledged from outside interests. With this to start from he felt reasonably certain that the state would give \$100,000, making \$250,000.

The next move was for the organization and the commission to procure from the national government a like sum, which would make the total of \$500,000, the full amount which would be required for the purpose. He felt sure that congress would give the amount asked for if approached in the right way.

Following Judge Scott, C. S. Jackson of the Portland Journal delivered a witty and an entertaining talk on good roads and showed what great advantages these two counties and the city of Medford would derive from this road in particular, and other good roads in general.

County Judge J. R. Nell of Jacksonville felt sure that Jackson county would appropriate \$25,000 for two years upon the condition that the other amounts stated would be raised. He was heartily in favor of the movement.

Many of the leading citizens and the large taxpayers of the county were present and a number of them made short speeches in which all were both in favor of the county giving the appropriation and all other matters which would help to advance the movement.

A petition was prepared during the day and was largely signed which had for its purpose the beginning of an organization for good roads. Ladies are also going to be asked to join and social sessions will be held. The following is the wording of the petition:

"We, whose names are hereto signed, hereby voluntarily associate ourselves together under the name of the Jackson County Good Roads association.

"The purpose of this association is to encourage and assist in the construction and the maintenance of permanent public roads in this county and throughout the state, and we each personally promise to do everything in our power as may be necessary to inaugurate and carry on the construction of a system of permanent public highways throughout the state.

"The officers of the association shall consist of a president, a vice-president, secretary and treasurer, who shall be elected by the members and shall hold respective office for one year, and shall discharge such duties as usually pertain to such offices in voluntary associations, or as may from time to time be presented by the members of this association."

At the close of the meeting a resolution was passed thanking Judge Scott and the members of the Crater lake commission for coming here and for the good work they had accomplished. After that every one present went away ready to "boost for good roads."

—We pay 30c cash for eggs. Miller & Ewbank.