

MEDFORD DAILY TRIBUNE

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TODAY'S WEATHER PREDICTION.

Fair tonight and tomorrow. Warmer.
A rare and salubrious climate—soil of remarkable fertility—
beautiful scenery—mountains stored with coal, copper and gold—
extensive forests—streams stocked with speckled beauties—game in
abundance—a contented, progressive people—such is the Rogue
River Valley.
Average mean temperature.....55 degrees
Average yearly precipitation.....21 inches

STATE CAMPAIGN FUNDS.

Colorado has yielded to the Roosevelt idea and adopted a law providing that the state shall pay all campaign expenses every two years up to twenty-five cents for each vote cast at the preceding general election. Besides the state, only candidates shall be permitted to contribute to political campaigns.

As the state's contributions are apportioned among the political parties according to the vote cast for their candidates for governor, the democrats in 1910 will receive \$32,224 and the republicans \$29,708. Whenever any party wants more it must draw on its candidates, and presumably the richest set of candidates will be most productive. Men of wealth who want office are likely to command a premium at convention time.

The scheme of state-paid campaign funds is fantastic enough to have been borrowed from Oklahoma. On a very small scale it carries out Mr. Roosevelt's suggestion in a message to congress. A state, like the federal government, of course always has plenty of money. By levying more taxes it can get more money. The process is very simple. Why should political parties raise money for campaign expenses and collect voluntary contributions for printing, rentals, brass bands and fireworks, when the state can just as well foot the bills? The New York World in this connection pertinently asks: Why should not the state pay everybody's taxes out of funds in the state treasury?

TWO BUDDING PRESIDENTIAL BOOMS.

There are two budding presidential booms in the senate, the owners of which will contribute much to the interest in this legislative during the next four years. LaFollette, former governor of Wisconsin, and Cummins, former governor of Iowa, are both credited with the belief that fortune destines them for the White House.

LaFollette is traveling the road of reform, especially railroad regulation. It is a policy that made him supreme in Wisconsin and, he believes, will appeal as strongly to the people of the other states when it is fully understood.

Cummins has made an issue for years of tariff reform, but that is likely to be shelved by the passage of a new tariff law. Now he is devoted to the income tax, which he regards as one of the most important and the most fetching question before the people.

This is not the open season for railroad reform, but it is wide open for taxation, and Cummins therefore holds the center of the stage.

The prominence he has achieved during his brief experience in the senate has been encouraging to his friends, who approve of his presidential ambition. The insurgent republican senators endorsed his income tax idea and held a conference at his house while the tax amendment to the Aldrich bill was in course of construction. The point to be noted is that the meeting was held at his house—the house of Cummins, a new senator, and not at the residence of one of the older members of the senate.

Cummins' action in presenting the income tax amendment places him in opposition to Aldrich and the other so-called regular leaders in the senate. If the amendment is adopted he will have vanquished them. Such a victory, it is calculated, will give him great prestige in the country. If the amendment fails, Cummins can appeal the issue to the rank and file of the republican party.

LUMBER MILLS AT BARNET DESTROYED

VANCOUVER, B. C. May 8.—The North Pacific Lumber company's mill at Barnett, eight miles from Vancouver, was destroyed by fire last night. The fire broke out shortly before midnight and was soon beyond control. A Canadian train consisting of 11 cars were caught on fire and only their own home and are receiving five cars were saved. It is believed the other six were loaded with general freight. The dry kilns were saved as well as the lumber yards but the damage amounted to \$250,000. The mill was one of the largest on the coast and had a daily cut of 100,000 feet. The telephone and telegraph wires were burned down but the great glare in the sky warned the Vancouver brigade and apparatus was sent out early this morning on flat cars.

MOTOR CARS WILL COMPETE WITH WALLA WALLA ELECTRIC

WALLA WALLA, Wash., May 8.—To forestall any competition which might arise in the event of an early completion of some of the proposed electric roads to be constructed in this valley and to compete on an equal basis with the company now operating lines between this city and Milton it was announced today that the O. R. & N. railroad will, within the next 60 days, put on two more

cars, one to run from here to Milton and the other on the Dayton branch of the Harriman system.

The move on the part of the railroad officials to furnish direct and quick service to its patrons is regarded with significance in this locality, as it is rumored that a rate war will be inaugurated as soon as the gasoline cars arrive.

A "moonshining" outfit brought from the mountains of Eastern Kentucky, will be exhibited at the Alaska-Yukon-Pacific Exposition at Seattle this summer.

The eleven miles of walks and streets on the grounds of the Alaska-Yukon-Pacific Exposition have been paved with asphalt. The Seattle exhibition opens June 1, 1909 complete in every detail.

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