

MEDFORD DAILY TRIBUNE

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TODAY'S WEATHER PREDICTION.

Fair and continued warm weather tonight and tomorrow.
 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

CHAMBERLAIN'S STAND.

The Portland Oregonian, continuing its opposition to Senator Chamberlain, is now imputing a pro-Aldrich attitude on the part of Mr. Chamberlain, whereas an examination of the Congressional Record covering the entire special session shows the following facts:

Chamberlain, when he was absent a few days in Mississippi, was paired with Oliver of Pennsylvania, so he is to be counted as if voting against the Aldrich rates.

On roll call or recorded votes, Chamberlain in the entire course of proceedings on the bill voted only twice for schedules presented by Aldrich. These were the lumber and iron ore schedules, and on the latter his vote was for a reduction from 40 to 25 cents a ton.

Chamberlain voted altogether with Aldrich twelve times, three of those being against amendments reducing the lumber schedule. He voted with Aldrich against McCumber's coal amendment, against free raw wool, against the motion to recommend the wool schedule to committee, against Tillman's tea tax and against Stone's Philippine amendment. He voted for free art, and for the submission of the income tax amendment to the Constitution, for which every senator voted. On an aye and nay vote, Chamberlain voted the same as Aldrich for an increased duty on hops.

On eight votes only was there difference of opinion between Chamberlain and the progressive republicans. Five of these were upon minor amendments offered by Stone and on Gore's proposal to place textbooks on the free list.

Chamberlain is recorded as voting against Aldrich, with the majority of his party, and with the insurgent republicans, 67 times. He was paired against Aldrich's propositions 27 times. He was for the income tax mill and opposed the corporation tax, being one of the three democrats who voted with the insurgents against its adoption. During consideration of the schedules of cotton, manufactured woolen products, sugar, iron and steel and most other articles of greatest consumption, Chamberlain

was classed with the progressive element of his own party, and labored in concert with the insurgent republicans.

BAD ROADS.

In another column will be found an article by Agnes C. Lant, concerning the price paid for bad roads in the United States. The article is one of the best recently appearing upon the subject. Among other things, the author shows:

Two hundred and fifty million dollars a year are wasted on bad roads in the United States. Added to loss on haul, the storage and extra food rates make the total expense one billion dollars a year. This means a tax of \$12.50 on every man, woman and child in the country. Corners in the grain markets are frequently the direct result of bad roads. In four bad-road states three hundred and seventy-five thousand people out of seven million can not read or write: in four good-road states out of six million population there are twenty thousand illiterates.

Hunger and Illiteracy Stalk Along Our Ill-Kept Highways

Agnes C. Lant, Writing in Collier's Weekly, Presents Timely Article Having to Do With the Price Paid for Poor Roads in the United State of America.

Do good roads concern you? If you are one of the 155,000 motor car owners in the United States, it is a fairly safe guess that you give some thought to the good roads movement and a great deal more thought to the bad roads that exist on a system of "pig-track trails" with wallows and "thank-you-mams" and "bump-you-quickies" in the proportion of 93 miles bad for every one hundred miles of road.

Or if you are one of the 30,000,000 people who live on farms in the United States, it is also a fairly safe guess that you know something about bad roads, even if you do not know and have never chanced to cross the 7 per cent of improved roads of the total 2,000,000 miles of highway in the United States.

But if you are a city dweller, whose use of the highway consists chiefly of the street railway, does the good roads movement concern you? That question is best answered by asking another. When the price of wheat goes up from 70 cents to \$1.30 a bushel, and the price of potatoes from 50 cents to \$1.23, and the price of bread from 6 to 10 cents, and the price of flour from \$4.50 to \$7.50 a barrel—do those facts concern you? If they do, then you are vitally interested in good roads. Take wheat, for instance. Do you know why it is possible to corner the market in wheat? First of all, because wheat is scarce—the demand growing faster than the supply; but secondarily because, owing to the con-

dition of the roads, it is possible for speculators to get possession of the whole year's crop of wheat. The west is the great granary of the wheat supply today; and in the west wheat must be rushed to market in the clear dry autumn days when the prairie roads are hard as flint. If the farmer held his wheat over, past the dry weather, in the most of counties he simply could not deliver during late autumn rains or early spring break-up when roads are a churn of mud. The result is, for three months after each crop there is a glut of wheat at elevator, railroad, water front. A large proportion of the crop goes in storage. These storage charges amount in a grain center like Chicago to as much as nine cents a bushel in a year. On Minnesota's wheat crop, storage charges mount up to \$5,000,000; on the two Dakotas, to twice as much, and so for every grain area on the continent. The farmer does not pay those storage charges at water front. The speculator does not—he adds those charges to the selling price; and the man who pays is the buyer—vot, Mr. Town Man, who eat dear bread all because some mud road back in a hoosier state has not been graded up properly.

As a matter of fact, America's country roads are so notoriously bad that it costs more to haul a ton of wheat from farm to market than to ship that ton from New York to Liverpool. America's country roads are so bad that it costs the American

farmer 23 cents to haul a ton, when it costs the English or the Belgian or the French or the German farmer only from 7 to 9 cents for the same haul. You, Mr. Town Man, and you, Mr. Farmer, pay for the unnecessary waste of those bad roads, the town man by extra cost of what he eats, the farmer by lessened profits on what he sells. The same reason explains why the town man pays \$1.25 in spring for potatoes which cost from 50 to 75 cents in the autumn.

That may not be as striking a way of showing what bad roads cost as if you went out in your motor car and captured a pair of \$60 tires; but it affects more people.

If you want to know what bad roads cost the country as a whole, keep in mind that American farmers are paying 23 cents a ton for hauling, when European farmers are paying from 7 to 9 cents. Now, the interstate commerce report shows that the railroads yearly haul 265,000,000 tons of farm products and that the average haul from farm to market for the whole country is nine and a fraction miles. Put the cost of hauling at a round \$2 a ton for the nine miles, and you have the cost of hauling farm produce at a round half billion dollars a year. Half that cost is waste, solely owing to bad roads. Look squarely at the facts!

Two hundred and fifty million dollars a year wasted on bad roads, which the farmer and consumer jointly pay!

The charge to haul wheat from New York to Liverpool, 3100 miles, is 3.5 cents per bushel. The charge to haul a bushel of wheat from farm to market, 9.4 miles, is 5.11 cents! The storage on wheat at water fronts, 9 cents a bushel a year. Do good roads concern you?

Total up the whole cost of bad roads, the waste on haul, the storage at water fronts, the extra price paid for food owing to scant market in spring—and you have an expense bill of a billion dollars a year against bad roads, or, on a basis of 80,000,000 population, a tax of \$12.50 a year, which every man, woman and child pays for bad roads.

The results of bad roads are yearly tolls of \$12.50 against every person who eats farm produce. That yearly waste would build 200,000 miles of all macadamized roads every year; or in ten years would turn every country road into such a highway as the Romans' famous Appian Way, basing the cost at the very highest average of \$5000 a mile. Though macadam roads sometimes exceed that figure, owing to special difficulties of swamp or bridge work, on easy grade near the source of the rock bed, the average has come as low as \$200; in New Jersey for instance.

The beauty of the relentless scheme of things is when we mend our ways—in this case, mend our roads—Nature not only wipes out the deficit, she puts a plus to the account where there used to be a minus. Suppos-

ing of the 2,000,000 miles of roads in the United States, all were improved instead of only 7 per cent, what would be the result to farmer and consumer? First of all, the big deficit of waste on haul, on storage, on cornered prices—wiped out! The minus goes off the national slate and the plus comes on.

Good Roads Reduce Distance.

The good road moves the remotest farm right next to the market. A farm 20 miles from the market on an all-the-year-round good road is nearer market than a farm seven miles away on a bad road. Truck farmers can haul their produce to market 30 miles cheaper than they can ship by railroad; and that produce nets, according to well known averages, as follows:

Fruit, \$80 per acre; flowers, \$2000 per acre; corn, \$8 an acre; wheat, \$7 per acre; oats, \$7 per acre; vegetables, \$42 per acre.

With access to market and best ruling prices, net returns increase and farm lands jump in value. It is an actual fact, wherever good roads have gone, land has increased in value from \$2 to \$9 an acre. In Jackson county, Alabama, a bond issue of \$250,000 built 125 miles of macadam road. The selling price of land was from \$6 to \$15 before the road was

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Medford TimeTable

SOUTHERN PACIFIC RAILWAY.

Northbound.	
No. 20 Roseburg Pass.	7:41 a. m.
No. 12 Shasta Limited.	9:25 a. m.
No. 16 Oregon Express.	5:24 p. m.
No. 14 Portland Express.	8:30 p. m.
Southbound.	
No. 11 Shasta Limited.	5:50 a. m.
No. 15 California Express.	10:35 a. m.
No. 13 S. F. Express.	3:32 p. m.

Medford to Jacksonville.

Motor car leaves	8:00 a. m.
Train leaves	10:45 a. m.
Train leaves	3:35 p. m.
Train leaves	6:00 p. m.
Motor car leaves	9:30 p. m.

Jacksonville to Medford.

Motor leaves	7:00 a. m.
Train leaves	8:45 a. m.
Train leaves	2:30 p. m.
Train leaves	4:30 p. m.
Motor car leaves	7:30 p. m.

No motor car service until about July 20.

PACIFIC & EASTERN RAILWAY.

No. 1 Leaves Medford.	8:00 a. m.
No. 3 Leaves Medford.	2:20 p. m.
No. 2 Arrives Medford.	10:10 a. m.
No. 4 Arrives Medford.	5:00 p. m.
No. 1 Arrive Eagle Pt.	8:45 a. m.
No. 2 Leaves Eagle Pt.	9:05 a. m.
No. 3 Arrives Eagle Pt.	3:05 p. m.
No. 4 Leaves Eagle Pt.	4:15 p. m.

MAIL CLOSES.

Northbound	8:50 a. m.	8:00 p. m.
Southbound	4:20 a. m.	3:00 p. m.
Eagle Point	7:20 a. m.	2:00 p. m.
Jacksonville	10:20 a. m.	5:20 p. m.

THERE ARE REASONS

Why CRESTBROOK ORCHARD TRACTS are selling as they are to discriminating buyers. They have beautiful location, ample air and water drainage, deep rich soil, and

THEY GROW FRUIT

Reasonable Prices and Generous Terms.

Oregon Orchards Syndicate

Rogue River Valley

Medford, Oregon