

\$1,000 REWARD!

ONE THOUSAND DOLLARS REWARD WILL BE PAID BY THE UNDERSIGNED TO ANY PERSON WHO CAN SHOW BY AUTHENTIC TESTIMONY THAT ANY CITY OR TOWN IN THE UNITED STATES, OUTSIDE OF THE ROGUE RIVER VALLEY, HAS TRIBUTARY TO IT, WITHIN A 10-MILE RADIUS, A 20-MILE RADIUS, A 30-MILE RADIUS OR A 40-MILE RADIUS, AS MANY DIVERSIFIED RESOURCES AS MEDFORD, OREGON, HAS WITHIN A CORRESPONDING RADIUS.
MEDFORD COMMERCIAL CLUB.

MEDFORD DAILY TRIBUNE

FOURTH YEAR.

MEDFORD, OREGON, TUESDAY, AUGUST 17, 1909.

No. 128

NEFF ANSWERS IN HANLEY CASE

Highly Probable That No Move Will be Made Until the September Term of Court. Offers no Motion to Dissolve Injunction.

On Monday afternoon City Attorney Neff filed his answer in the case of the city vs. M. F. Hanley for a right of way across the Hanley premises on Little Butte creek. The answer was a denier, more in the nature of a brief, than an answer, the only matter affirmed being that the judgment obtained at the recent special term of court was a legal one.

whether he will make a motion to dissolve the injunction and argue the same next week or wait until the opening of the September term of court. In any event an amended answer will be filed.

HILL TO TAKE OVER THE P. & E.?

John Roberts Allen, President of the Pacific & Eastern, in Conference With Stevens, According to Telegram.

ALLE DENIES IN JOURNAL THAT HE HAS SOLD ROAD

Says He Will Build the Road, but Has Not Entered Negotiations With Hill Interests.

Is a sale of the Pacific & Eastern railroad to James J. Hill, who controls the Oregon Trunk line, pending?

In the Telegram of August 16 it appears that such a sale is pending, while in the Journal of the same date James Roberts Allen, president of the P. & E., denies that he is carrying on any negotiations with the Hill interests.

The articles follow:

Telegram: In an official statement volunteered by himself, John F. Stevens, personal and confidential representative of James J. Hill, yesterday afternoon admitted his own connection with and his sponsor's financial backing of the Oregon Trunk line. Stevens discussed the determination of Hill to build into central Oregon frankly and with some of that resoluteness which characterized him when he was on the Isthmus and refused to let Roosevelt tell him how to dig the big ditch. But when it comes to feeling the great engineer and constructive railroad genius on the project of invasion of California he becomes evasive. However, his attitude on this subject is not so much to the point as the three indisputable facts:

First—N. W. Bethel, location engineer of the North Bank, and only lately location expert on the Oregon Trunk, has taken up the task of running surveys for this road south from Madras and toward Lakeview. He will probably have crews in the field in a very few days. As construction engineer, Bethel has been succeeded by George A. Kyle, assistant chief engineer of the Milwaukee. This leaves Bethel's hands free to project the Hill line to the various rich sections which are to be tapped on the way to San Francisco.

Second—Oregon Trunk people are today endeavoring to round up engineers and surveyors for this work in Portland.

Third—John F. Stevens and President V. D. Williamson of the Oregon Trunk have been in extended conferences with John R. Allen of New York, owner of the Pacific & Eastern railway, at the Portland hotel today, and it is reasonably certain that Hill will take over this road projected between Medford and Crater Lake in the near future. This does not give a direct outlet into California, but it will tap a bountiful empire in southwestern Oregon, which has almost unlimited possibilities in the development of various industries. Hill's acquisition of this property would make it easy enough to connect it with the road which the Porter brothers

DATE OF INSTITUTION ELKS. LODGE POSTPONED OCTOBER

ST. LOUIS STILL IN HOT WAVE

Seven Additional Deaths Were Recorded This Morning—Many Horses Die.

ST. LOUIS, Aug. 17.—The heat wave is continued today and is the cause of much suffering in this city and state. The thermometer is rising from 90 this morning. Seven deaths were reported during the night out of 20 prostrations yesterday. The hospitals are crowded with victims. Eighty horses have died during the last 48 hours.

UNIVERSITY MASONS BUY NEW CLUBHOUSE

EUGENE, Or., Aug. 17.—The organized Masonic fraternity at the University of Oregon today purchased the E. C. Smith residence at East Ninth and Hilyard streets, one of the handsomest residences in the city, for \$10,000, to be used as a clubhouse. It was occupied by Honore Palmé, the Chicago millionaire, and his family during their short residence here two years ago.

HONOLULU ATTORNEY TAKES OPTION ON LOCAL ORCHARD

Charles C. Clemmons of Honolulu, H. I., who has been visiting in the valley for a number of days, is so well pleased that he has secured an option on a large orchard tract in the valley and will probably return to purchase the property. Mr. Clemmons is a member of the firm of Thompson & Clemmons of Honolulu, who enjoy one of the largest if not the largest practice in the islands. Mr. Clemmons expects to leave for his island home on August 19.

Hunt Lewis arrived from Portland Tuesday to look over his Central Point orchard. He is the guest of Fred H. Hopkins.

Men are now building up the Deschutes canyon.

Allen's Denial.

Journal: John Roberts Allen, president of the Pacific & Eastern railway, which at present runs 12 miles west of Medford towards Crater Lake is in Portland and stated this morning that he was not thinking of selling his railroad to anyone and that Mr. Stevens had not offered to buy it and would not buy it. He said: "All reports that the Pacific & Eastern has been sold to Hill or to anyone else are untrue," said Mr. Allen. "I am the owner of the road and have entered into no arrangement for the sale of it to Mr. Stevens, Mr. Hill or anyone else. My purpose in buying the road was to extend it to Butte Falls and perhaps further, and a greater part of the right of way across Oregon has been secured. "I am going to Medford within two or three days to look the road over, for I haven't seen it for three years. It is not likely that we will build to the coast. You can readily see that it would be impossible for me to sell the road to Mr. Stevens or Mr. Hill, for that would cut me off at once from all traffic arrangements with the Southern Pacific. I couldn't afford to make such a deal, and do not contemplate it."

600 VISITING ELKS EXPECTED

District Deputy Wires That He Will Be Unable to Be in This City on September 15, as Originally Planned.

The date of the institution of the local lodge of Elks has been postponed until some date in October, as the district deputy, William S. Levers of Baker City, is unable to arrive here in September.

The committees are today in telegraphic communication with the grand lodge officers and a definite date will be agreed upon before the next meeting of the executive committee Thursday evening.

The banquet committee will meet this evening and every member is urgently requested by the general committee to be present.

The invitations were ready to go to the printer, but the uncertainty as to the date will delay them for a few days. The invitation is a unique and humorous leaflet, containing an urgent fraternal request to all brother Elks wherever they may be and in closing the following promise is made to all:

When the big time is all over
You'll want to come again,
For you'll find there's no one in the bunch
But a lot of happy men.

The executive committee of the Elks met last evening in regular session at their club rooms and received detailed reports of all the sub-committees. The various committees reported that nothing was being spared to make the day a perfect success. From the amount of work and labor laid out for the various committees it is evident that the institution of a new lodge of Elks is considered to be quite an important event for the city that is so fortunate as to have the distinction of an Elks' lodge.

The following are the committees in charge:

Executive—John S. Orth, J. D. Heard, J. G. Goble, C. L. Reames, Frank Hollis, C. W. Heilbromer, W. T. Beveridge.

Programs and invitations—C. L. Reames, W. S. Crowell, A. C. Burgess.

Banquet—C. W. Heilbromer, J. W. Jacobs, John J. Wilkinson, T. E. Daniels, D. B. Russell, H. L. Montgomery.

Decorations—J. G. Goble, M. G. Mordorff, Earl C. Gaddis, Fred Colvig, J. T. Phleyn.

Finance—Frank Hollis, A. H. Miller, Ed Van Dyke.

Parade—A. C. Burgess, George Morrison, L. L. Jacobs, P. H. Hussey.

In addition to the above, John S. Orth is chairman of the reception committee and J. D. Heard chairman of the entertainment committee, and these two will at the next meeting of the executive committee name the personnel of their respective committees. Delegations are expected from Portland, Astoria, Pendleton, The Dalles, Roseburg, Salem, Baker City, Eugene, Heppner, Albany, La Grande, and Ashland lodges, while the cities of Grants Pass, Gold Hill, Dausman,

PINCHOT STILL INCOG. IN DENVER

Trans-Mississippi Congress Meets in Denver—Pinchot Awaiting the Moment to Appear.

DENVER, Aug. 17.—Addresses of welcome occupied the morning session of the trans-Mississippi congress today. The city officials welcomed the organization and its officials responded. This afternoon John Barrett is among others scheduled to speak.

Pinchot has not as yet appeared publicly, though his friends say he is in the city.

It is considered significant that the government has started a suit against Judge D. C. Beaman, one of the leaders of the fight against Pinchot, demanding the return of coal lands alleged to have been obtained by fraudulent entry. Beaman is general counsel for the Colorado Fuel Iron company.

MR. HUTCHASON SECURES BARGAINS IN NEW YORK

J. F. Hutchason of the Hutchason Co. has returned from his eastern trip and is now actively at work preparing for the reception of one of the finest lines of fall and winter goods ever handled in this section of the state. He says that the "big store" will have a number of surprises for the ladies of Medford, as a mere statement of what he has secured in the way of ladies' wear and novelties of all kinds would but poorly convey to them a correct idea of their excellence and variety, and it will be necessary for them to call and see for themselves. Due notice of their arrival will be given in the Tribune and a cordial invitation is extended to all.

WOMAN WOULD WED CHAP IN OVERALLS

CHICAGO, Aug. 17.—Senator Borah of Idaho is looking today for a man in overalls to marry Mrs. Grace Hartman, a Chicago club woman. Mrs. Hartman wrote Borah urging him to find her an Idaho husband. She said: "He must be a working man wearing overalls. I want no dressed up chaps for mine. My experience is that Chicago men are looking for snaps—for a woman to support him."

Yreka, Jacksonville and Klamath Falls, though having no individual lodges, each have a large number of resident Elks and will all come to help fill out the circle.

Special trains will be run into the city from both north and south, and it is the wish of the local members that the city on the day of the big event turn the occasion into one big jollification. Every business place in town should be decorated in the colors of the order—purple and white—and all should unite in making the visitors have a royal time and one that they will long remember.

FLOUNCE ROCK BRIDGE CLOSED

During Coming Two Months Extensive Repairs Will Be Made to Upper Rogue Bridge.

Jason Hartman, county bridge builder, left Monday with a force of men to start reconstruction work on the Frounce Rock bridge over the Rogue river, 40 miles above Medford. The bridge will be closed to traffic for the coming two months.

The Frounce Rock bridge has been condemned for four years as unsafe and notices have warned the public that the county would not be responsible for accidents. Concrete piers will replace the piling now in use, new timbers and cast iron angle blocks are now on the ground and the much needed work will soon be under way.

The closing of the bridge at this season will work a hardship on tourists from the Big Butte section, who reach Prospect and Crater Lake via this route. It is the only bridge across the Rogue above the Bygones bridge and will necessitate a long detour via Eagle Point and the ferry near Trail. The bridge is at the foot of the Frounce Rock grade or "Pumice Hill," as it is better known, the steepest grade on the Crater Lake route.

HARVEST FIELDS CALL FOR 20,000 MEN

MINNEAPOLIS, Aug. 17.—Twenty thousand men will be needed by the wheat raisers of Minnesota and the two Dakotas to harvest the 1909 crop, according to the estimates of employment agents and crop experts.

Thousands of men are coming from the wheat fields of Iowa, Wisconsin, Illinois and Indiana, but the farmers are already complaining that there will be a scarcity of labor.

"Ten thousand men is a conservative estimate of the number needed to harvest this wheat crop," says S. M. Owen, editor of the Farm, Stock and Home. "All available sources of information indicate that there is a larger wheat acreage in Minnesota than ever before, and that the increase in the Dakotas is from 8 to 10 per cent. Reports indicate that the spring wheat harvest will begin in a very few days."

PRICES FOR BARTLETTS SOAR

Prices in Eastern Markets Are Going Up—Local Growers Rejoicing.

Prices on Bartlett pears are averaging \$3 a box in eastern markets. Local shippers are paying \$1.25 a box at Medford for small quantities and \$1.50 a box for large quantities. Growers are asking \$2 a box f. o. b. cars and not anxious to sell at this figure, nearly all shipping on consignment. The market has an upward trend, and it is expected that as high as \$4 will be received for fancy Rogue River Bartletts.

The outlook for high prices for Comice, d'Anjous and Winter Nellis is excellent. Colorado, the only competitor in d'Anjous, has a light crop. Reports from other fruit sections show a decrease in production of late pears. In Comice and Winter Nellis the Rogue River has nothing to fear from competition, having virtually a monopoly.

GLASGOW SUFFERS MILLION-DOLLAR FIRE

GLASGOW, Aug. 17.—A million-dollar fire here today threatened the destruction of the business section before it was controlled. Falling walls buried the fire headquarters and a number of firemen miraculously escaped death.

MIGUEL'S CREDITORS CLAMOR FOR THEIR MONEY

VIENNA, Aug. 17.—A petition to declare Prince Miguel of Braganza a bankrupt has been drawn at the instance of creditors to the amount of \$10,000 and submitted to the Vienna courts.

The petition was not granted, however, owing to the absence of Prince Miguel, who left Vienna some time ago and is believed to be in Scotland on a shooting expedition at the present time. Prince Miguel's engagement to Miss Anita Stewart of New York was recently announced.