

\$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.

Oregon Historical Society
City Hall

MEDFORD COMMERCIAL CLUB.

MEDFORD DAILY TRIBUNE

FOURTH YEAR.

MEDFORD, OREGON, WEDNESDAY, SEPTEMBER 29, 1909.

No. 165.

REPORT OUT THAT GREAT NORTHERN OWNS THE P. & E.

ROGUE RIVER BARTLETTS ARE SOLD FOR \$4.25

Burrell Orchard Sold Car Tuesday in New York for \$4.25 a Box —Tops This Year's Prices.

FOUR CARS OF HOWELLS SELL FOR \$2.65 NET

At This Rate Howells Will Net Return of \$1500 an Acre or More.

A car of Medford Bartletts from the Burrell orchards sold Tuesday in New York city for \$4.25 a box, the record price for Bartletts this season. This is \$3.25 net a box f. o. b. Medford. Two other cars of Bartletts from the same orchard reach New York today, and they are the last of the season's shipments. Equally high or higher prices are expected, as Bartletts are very scarce and the demand unusually heavy on account of the Hudson celebration. Ordinarily these Bartletts would have marketed a fortnight ago, but picking was suspended to harvest the Howell pears, four carloads of which were sold to Page & Son of Portland for \$2.65 a box net f. o. b. Medford. This is a fancy price for the Howells also. This is a yield of \$1500 net an acre and more.

DIRT TO FLY SOON ON NEW BRANCH LINE

VALE, Or., Sept. 29.—D. M. Brogan, president, with Judge W. K. Lowery, counsel, of the Willow River Land & Irrigation company, returned Saturday from Salt Lake City, Utah, where all the details for the immediate construction of the proposed branch railroad from Vale up to the new town of Brogan, at the head of Willow river valley, were agreed upon by the officials of the Oregon Short Line Railroad company, and the necessary contracts were signed by both parties, and the dirt will be flying as soon as men and teams and supplies can be put on the ground. Short Line engineers are already in the field cross-sectioning the right of way, and the people of Brogan and vicinity are looking for the iron horse to invade their locality in the near future.

BOY MUST NOT SMOKE OR LOSE A FORTUNE

PHILADELPHIA, Sept. 29.—Over in New Jersey is a 3-year-old boy who, under his grandfather's will, must refrain from smoking paper cigarettes till he is 25 if he would inherit a fortune. In the same state, as it happens, is a young woman who is to have her grandmother's money on condition that she marry neither an actor nor a divorced man. In such freakish fashion the list is extended of attempts to regulate by head hands affairs of the living world.

STATED THAT 900 MILES OF ROAD ARE TO BE BUILT

Oregonian Says That Announcement Is Coming That Great Northern Is Building the Oregon Trunk Line.

Announcement that Great Northern capital, and not that of James J. Hill individually, is backing the Oregon Trunk line, that the Pacific and Eastern road has been sold to the Great Northern, and that the Great Northern directors have decided upon the construction of 900 miles of railroad for its southern extension on the Pacific coast, is made by the Portland Oregonian. The article follows: The building of 900 miles of railroad apparently can mean but one thing, although the report does not name the terminus of the Oregon Trunk line. The distance from Portland to San Francisco by the Southern Pacific is 772 miles, so 900 miles would provide for a road to the California metropolis, and also for the Oregon feeders that are reported to be planned. In addition, the positive statement is made that the Great Northern has purchased the Pacific & Eastern, the railroad now being extended from Medford eastward to Butte Falls and toward passes in the Cascade range of mountains leading into central Oregon.

It is a well known fact that the Spokane, Portland & Seattle railway, or North Bank road, is owned jointly by the Great Northern and Northern Pacific. The former is James J. Hill's pet road, and he is largely interested in the latter. It has been somewhat taken for granted since the definite announcement was made by John F. Stevens that Hill was backing the Oregon Trunk line, that this meant either Great Northern and Northern Pacific interests combined, or James J. Hill individually. It now appears that the Great Northern is the backer, which, of course, means Hill as well.

Hill has also taken a great deal of pride in the North Bank road with which other stockholders in the Northern Pacific are not greatly infatuated as it in effect is a competitor of the Northern Pacific. For some time there have been rumors of impending changes in the North Bank and it is predicted that John F. Stevens will become the president of that railroad. In addition to this the intimation is now given that the Great Northern is planning to take over the Northern Pacific interest in the North Bank as part of the scheme of invading California.

The Great Northern, according to the statements made here yesterday semi-officially, will connect up with the Oregon Trunk line in the vicinity of The Dalles by bridging the Columbia river. This plan will bring the Oregon Trunk into Portland over the Vancouver bridge and into the North Bank terminals.

Inspection of the map will show

PEARY IS READY TO SUBMIT HIS CHARGES TO CLUB

President Hubbard Backs Peary Up in His Charges Made Against Dr. Cook.

WILL GIVE THEM TO PRESS IN NEAR FUTURE

Believe That They Will Be Accepted by the Public as the Truth.

BAR HARBOR, Sept. 29.—President Hubbard of the Peary Arctic club announced today that Commander Peary's charges against Dr. Cook were ready for submission to the club, and after they have been gone over thoroughly they will be published.

Speaking of the report today, Hubbard said: "It is possible that the officers of the club may think some of Peary's statements are too fierce. In such an event the explorer will be asked to modify his language, but so far as the facts go nothing will be done to detract from its force, and nothing added to it. The report will be just as much Peary's statement of the case as if the members had not made minor suggestions. I believe all the statements made by Peary in his arraignment of Dr. Cook are true, and will be so accepted by the public."

DIED.

OWINGS—September 28, at 2 a. m., William Owings, of neuralgia of the heart, aged 65, at his brother George Owings' residence, 706 North Central avenue. The remains were embalmed and will await relatives from Los Angeles and elsewhere before burial.

that, via the Oregon Trunk line, North Bank to Spokane and the Great Northern to St. Paul the Great Northern will, with the completion of the California extension, have nearly, if not quite, as short a route from San Francisco into the extreme northern states of the middle west as any other railroad. California fruit products find an enormous sale in that territory, while shipments by northern routes of perishable freight, it is said, are preferable to shipments over southern routes, because of the lower temperature. In addition to that, California is now drawing the greater portion of its tourist travel from the prosperous farming communities of the colder northern states.

In fact, several good reasons are named why the Great Northern should invade California. John F. Stevens, president of the Oregon Trunk, is now in the east on a mission connected with the building of the Oregon road. It is said that he is likely to have an announcement of interest to make when he returns, if the information is not earlier given out through eastern sources.

OFFICIALS OF O'GARA URGES THE STATE ARE PLANTING OF PEARS

With Exception of Governor, Who Wass All but Forgotten, Officials Are Given Cold Shoulder.

NO INVITATIONS FOR THEM TO MEET TAFT

Governor Declines to Declare Saturday Holiday in Honor of Visitor.

SALEM, Or., Sept. 29.—No official of the state of Oregon has received an invitation to attend the ceremonies to be held in Portland Saturday and Sunday of this week except Governor Benson, and the lone invitation to the governor from the Portland committee was very informal, being only a blank invitation in which the governor's name was written.

Chief Justice Frank A. Moore has not received an invitation to even meet Taft in Oregon or to ride in the parade on Saturday.

State Treasurer George A. Steele and Superintendent of Public Instruction J. H. Ackerman were ignored.

Governor Benson was asked to declare Saturday a holiday throughout the state in honor of Taft visiting Portland, but declined, giving as a reason that that day was a half holiday in the courts and would only serve to suspend legal business entirely on that day.

TWO TRACTS CHANGE HANDS IN ONE DAY

W. E. Staeker of New London, Ia., has purchased 80 acres of the George Garrett ranch at Cougar Butte for \$26,000. Twenty acres are in bearing Newtown and Spitzenberg apples, and Mr. Staeker will this winter plant 15 acres additional. In February he will return with his family and make his home upon his orchard.

Colonel Frank L. Tou Velle has sold his tract of 77 acres west of Central Point for \$150 an acre to Frank McKee, a banker of Albuquerque, N. M., who is here visiting his relatives, Mr. and Mrs. A. C. Allen. Mr. Tou Velle purchased the property last winter, paying \$90 an acre. A few weeks later he sold 20 acres at \$200 an acre. The land has been in grain and alfalfa, but is fine orchard property and will be planted to fruit the coming winter.

CAPTAIN BALDWIN WITH HIS AIRSHIP MEETS DISASTER

NEW YORK, Sept. 29.—Captain Baldwin's giant dirigible balloon airship collapsed and fell into the Hudson river at Spuyten Duyll, North Manhattan island, today, putting him out of the race for a \$10,000 prize. George L. Tomlinson in similar but smaller airship continued on the course.

Says Prices Will Increase Each Year —Pays 15 Cents For One in Washington —No Other Section Has Pears Equal to Local Product.

That the orchardists of the Rogue River valley should plant pears in preference to all other fruit, that there can be no over-production and a constantly increasing scale of prices, is the result of observations made in the east by P. J. O'Gara, assistant pathologist of the bureau of plant industry, department of agriculture, who has just returned from an extended trip during which he visited all of the large fruit sections of the United States and also reported at headquarters in Washington. Professor O'Gara has been active in fighting fruit pests in the Rogue River valley for the past two years and it is welcome news that he returns to remain ten months in the local field, where he has well demonstrated his worth to local orchardists.

"Rogue River valley should plant all of her acreage to pears," says Professor O'Gara. "My observations in the east have led me to believe that there can be no over-production where such splendid fruit is produced as in this valley. In all eastern centers the local product easily surpassed all others. In Washington I was forced to pay 15 cents each or

two for 25 cents for Rogue River Bartletts. And the prices will continue to increase year by year.

"The Rogue River valley is becoming known better and better in the east. In department circles in Washington all of the officials know of Medford and say that this section raised more of a bowl than any other two when the orders for curtailment of expenses were sent out. Next year it is believed that a much increased appropriation will be given the department for its work. And if plans do not miscarry, Medford will have as new and permanent residents, a pathologist and entomologist to assist in the local fruit industry.

"It is also probable that a weather station will be established in Medford. Director Moore of the weather service is most favorable, and if the proper influence is brought to bear a station like that in Portland will be established locally.

"Visits to other fruit sections confirm me in the belief that the Rogue River valley leads the world in the production of fancy pears."

Professor O'Gara will speak at a meeting of the Horticultural society next Saturday.

TAFT FEARS FOR HIS DIGESTION

Orders All Programs Cut to the Bone and Edits Copy of Menus While En Route.

NORTH YAKIMA, Wash., Sept. 29.—After the presidential train arrived here this morning orders were sent ahead on the presidential itinerary to cut all programs to the bone. Taft's patience has become exhausted over the cheeky manner in which local committees in the various cities he visited have enlarged his labors by adding speeches, hand-shaking programs, and long auto rides to the program. At Spokane yesterday he voiced a protest at both luncheon and dinner because he was called upon to speak after he was assured he would not be expected to say anything. He said: "A promise is always exacted, always given, and always violated." Later, at dinner he voiced his disapproval with arrangements that forced him to talk after a long day of talks. The guests at the banquet thought the president was joking and chuckled with joy, but no jest was intended. In addition to the orders the president has directed that the meals served in his honor be made as simple as possible. All mysterious foreign dishes must be eliminated and the dishes made digestible. Indigestion is the bugbear that the president fears. If his digestive apparatus goes out Taft knows it will mean the end of his trip.

A. B. Jones of Trail Creek district is in Medford looking for a good buy.

WRIGHT MAKES GREAT FLIGHT

Circles Over New York Harbor With the Ease and Grace of a Sea Gull.

NEW YORK, Sept. 29.—Starting through the air at terrific speed with the ease and grace of a seagull, Wilbur Wright today gave the throngs assembled here for the Hudson-Fulton week a rare display of aviation. The fact that it was a public flight and was not a government test gave the exhibition the effect of being the first flight of a great American airship before the American public. The Goddess of Liberty in the harbor was the objective point. Wright made a beautiful circle about the statue. He rose from Governor's island with the machine in perfect trim. The weather was ideal. The machine was perfectly controlled and the speed tremendous.

INGLORIOUS END FOR THE RAM KATAHDIN

WASHINGTON, Sept. 29.—The ram Katahdin, from which so much was expected as a weapon of war, is about to come to an ignominious end. Instead of creeping up to monster battleships and sending them to the bottom of the sea, which work she was designed to perform, she herself will become the object of attack. The navy department issued orders yesterday that she should be towed from the League Island navy yard at Philadelphia, to Hampton Roads, Va., where she will be used as a target.