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WHAT MEDFORD NEEDS IN FREIGHT RATES.

A decision rendered by Federal Judge Wolverton at Portland this week has a most important bearing upon traffic in Oregon as it upholds the right of the state railroad commission to regulate and fix freight rates within the state, subject only to modification by the courts if the rates are found confiscatory or unreasonable.

The point at issue was the reduction of distributive rates out of Portland over the O. R. & N. to points east of The Dalles. The commission ordered a reduction from present tariffs. The railroad sought to enjoin the commission's order issued in April, 1908, and attacked the validity of the law creating the commission and the authority under which it sought to compel rate reductions.

Of the five points made by the O. R. & N. in its attack upon the commission, the most important was that the rate ordered by the state officials was unreasonable and confiscatory, but submitted no affidavits setting forth cost of the road and equipment, cost of operation, maintenance and repair, and other information by means of which the court could pass judgment. The decision sustains the commission on every contested point, though on purely technical grounds, and will be appealed by the railroad.

The decision apparently enables the commission to order reductions on any roads operating within the state. Whether this will eventually affect Southern Pacific rates to Medford, it is difficult to say. Rates are now more favorable to Portland jobbers than they are out of Portland for corresponding distances on the O. R. & N., and the reduction in the latter will theoretically enable Portland jobbers to compete with great advantage with eastern jobbers.

Less carload rates on the Southern Pacific between Portland and Medford are and always have been fair and reasonable and much lower than similar rates out of Portland, Tacoma or Seattle, but the carload rates have not been so favorable, and this has been of particular benefit to the Portland jobber, who can successfully compete with the jobbing interests of Medford.

If Medford is to assume importance as a jobbing center, the difference between less carload and carload rates should be more in the same proportion, as are rates out of Portland and Puget Sound points by all other lines.

The Southern Pacific has been very fair on all rates

covering local products, such as fruit, vegetables, livestock and lumber, to and from the Rogue River valley, and this is a factor which has aided materially in the country's development. Medford has certainly profited by it, but an adjustment of carload rates which will allow the handling of goods in carload quantities in competition with less carload shipments from the Portland jobbers will further add to its importance and help make it a city.

Perhaps the railroad commission will take up the question of carload rates of its own initiative, as it is manifest the Portland jobbers will not, or may be the Southern Pacific will voluntarily do so; but from whatever source, the value of the adjustment cannot be over-estimated and such a move by the railroad would be the most effective it could make in the upbuilding of Medford and its extensive tributary territory.

JACK SAVING MUCH MONEY

Story of Bluejackets Spending Coin Is Shown to Be False:

WASHINGTON, Sept. 30.—The popular conception of a bluejacket as a man who blows into one port and then sadly steams away clean broke, with a similar performance at every stopping place doesn't appear to be borne out by facts. There is on the other hand, proof that Jack is really thrifty and saving. Statistics that have been gathered show that 27 per cent of the enlisted men of the navy are now taking advantage of the government savings idea. By law, only men serving afloat and subject to being ordered beyond the limits of the country are permitted to leave "allotments." According to this limitation, only from 35,000 to 40,000 men are entitled to the privilege. The average pay of the enlisted man is \$30 a month; accordingly the men afloat receive annually about \$12,000,000. Of this sum Paymaster Maupin states \$3,500,000 is allotted by 7700 men who save for themselves and 6300 who allot the money to their families. It is therefore safe to assume that two out of every five men allot two-thirds of their wages.

FOREIGN TROOPS ARE SEEN IN NEW YORK

NEW YORK, Sept. 30.—For the first time since the British evacuated New York a body of foreign troops under arms marched through the thoroughfares today. The sailors of all the battleships in the harbor paraded in honor of Hudson and Fulton. It was the most brilliant spectacle ever seen in Manhattan. The sailors were ovationed by great throngs.

BRYAN AND BAILEY WILL DEBATE ABOUT TARIFF

ATLANTA, Ga., Sept. 30.—A joint debate on the tariff by William J. Bryan and Senator Joseph W. Bailey of Texas at Atlanta is assured for some time next month.

Yesterday Senator Bailey wired his acceptance of the formal invitation extended by the Young Men's Democratic league of Atlanta for the debate.

BANK ROBBERS RUN TO EARTH IN COLORADO

GLENWOOD SPRINGS, Col., Sept. 30.—After spending the night in the hills near here, a posse of deputy sheriffs have surrounded the three masked robbers who yesterday looted the Citizens' National bank at Glenwood Springs of \$10,000.

\$50,000 OFFERED FOR JEFFRIES-JOHNSON FIGHT

PARIS, Sept. 30.—James J. Jeffries is in training in a suburb of Paris. He is taking long walks and jumping. Nothing definite has been arranged regarding a fight with Jack Johnson for the heavyweight championship of the world. Hugh McIntosh offered \$50,000 for a fight in Paris, and later raised his offer to \$55,000.

CLAN MACINTOSH BLOWN UP AND ALL ARE LOST

RANGOON, Barmah, Sept. 30.—The British steamer Clan Mackintosh, belonging to the Madras Steam Navigation company, is reported to have been blown up at sea.

Every man on board, with one exception, is said to have perished.

To Chicago and Return.

October 4 October 4. October 4.

Ten days allowed going trip, returning tickets good until November 30. Round trip \$82.40. For particulars, enquire at the local office or address A. S. Rosenbaum, S. P. Co. Agent, Medford, Or.

GAS TANKS AND TOWN BEAUTY.

Louis Heaton Pink's Views on Their Proper Location.

The Consolidated gas company of New York a few years ago erected a large gas tank along Riverside drive, shadowing Grant's tomb. There was opposition from the press, but nothing was done. The Flatbush Gas company, a subsidiary of the Brooklyn Union, recently completed a tank 101 feet in diameter and 237 feet high in Flatbush, in the borough of Brooklyn. This is the highest structure in the borough. It stands in a region of homes and immediately adjacent to the Kings County hospital and other public buildings. It has taken away from many the equity in their homes and is a blot upon the landscape for miles around. The public service commission was first appealed to by the property owners and civic associations of Flatbush, but it decided that it had no jurisdiction. Two suits for an injunction were brought, one by the property owners and one by the city of New York. The city was defeated at special term, and recently the appellate division dismissed its appeal with scant courtesy on the ground that an offense to the sight cannot be a nuisance. This is not good logic and should not be good law. If such a structure unreasonably destroys the comfortable enjoyment of property it comes within the definition of nuisance. No one of the senses should be discriminated against. It is to be hoped that the court of appeals will have opportunity to pass upon this question.

American cities were formerly concerned only with growth. Now they are placing their energies in development. Eyesores such as this, destructive of property and the beauty of a city or town, should not be tolerated. Gas tanks and all their kith and kin should be placed not where it is most economical, but where they will do the least harm. When erected in a city or town they should be built of moderate height. The "skyscraper" tanks are unnecessarily harmful. If the courts will not protect municipalities against such invasion adequate laws should be at once enacted. In England tanks may not be erected within 200 yards of a residence without the consent of the owner and occupants. In no continental city can tanks be placed without regard for public welfare. The location of gas works and tanks should be subject to the approval of the public service commission, and the consent of owners of houses used exclusively for residential purposes within a prescribed distance should be required. We guard residential sections against saloons by such a law. Who would not prefer a saloon as a neighbor to a huge gas tank?—Louis Heaton Pink in Survey.

BEAUTY IN FRONT YARDS.

How to Plant Shrubbery For an Ornamental Effect.

If you wish to help in making your home town attractive, improve the front yard with some shrubs. For a small front yard where it is impracticable to plant trees there is nothing better for ornamental effect than a few well placed shrubs. Once planted and established in the soil they require little attention except in spring, when they should be pruned back so as to keep them symmetrical.

In planting shrubs much will depend upon the layout of the lot and its topography. It is easier to spoil an effect than it is to obtain a

good one. It is a good plan to get the advice of a competent landscape gardener. If you can't, study your yard and its possibilities thoroughly before you set out a shrub. A plain greenward is far more desirable from an artistic standpoint than a lot littered with a miscellaneous collection of shrubs placed without regard to harmony in the general scheme.

For a small yard among the best shrubs, aside from the roses, are the hydrangeas, of which there are several varieties, some dwarf; the honey-suckles, Japanese snowball, barberry, rose acacia, Irish yew, Catalpa bungei, Magnolia conspicua, Magnolia soulangeana, Japanese cypress and the many varieties of evergreens. The evergreens, however, appear to better advantage in roomy yards.

Then there are the white and purple lilacs, Japanese quince, Syringa grandiflora, althea Jeanne d'Arc, pure white; Deutzia gracilis and the azaleas. These shrubs are hardy, rapid growing, attain large size and bear beautiful flowers. The azaleas should be given a northern exposure and be well protected in winter.

Many of these shrubs will be found growing in the park shrubberies, and those who have friends among the park gardeners can obtain valuable advice from them about the planting and care of shrubs.

Profitable Shade Trees.

A stranger visiting Tallahassee, Fla., is surprised at the great number of pecan trees found in the yards, gardens and on the streets. They are everywhere, and thousands upon thousands spring up every season where the nuts are washed by the rains or dropped by the birds, which feast upon them. If these trees had been budded with merchantable varieties when young they would now be producing thousands of bushels of the finest nuts annually, but of even these inferior varieties Tallahassee sells hundreds of dollars' worth each year.

Value of Advertising.

Don't forget that every bit of advertising you do does more than advertise the actual goods mentioned. It acts as a general advertisement of the store and possesses a cumulative effect that cannot be calculated by immediate results.

Alaskan Moonshine.

Up here in Alaska the moon rises in the south and sets in the north. Its beams are liquid and they enamel the landscape with a porcelain loveliness. It casts a spell more potent than e'er did the magicians of the east. Under its wizardry the rocks turn to silver and the brown old mountains are conured into giant pearls. True wealth exists in the mind, and whoever beholds an Alaskan moonlight is thrice hundred times a millionaire.—Ketchikan Miner.

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[IT'S ON LEGS]

The Reason Why The LORAIN

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