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BETTER take a second look at these styles for Young Men. Absolutely defy one to find anything common-place or ordinary about them. Brimful of style and good taste; with smart patterns and perfect fit.

Also have others of the Ederheimer-Stein make. All different. Can't put them before you on paper; you must see them to know.

Two, three and four-button suits; medium and long lapels; coats 31 to 32 inches long with 2 1/2-inch dip in front. Sizes up to 38.

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Courier and Oregonian \$2

HARRIMAN, SIXTY WONT QUIT YET DUTY KEEPS HIM AT IT

Still Too Many Moves, He Says, to Fulfill Last Year's Declaration.

Edward H. Harriman at 60 is much too busy to think about retiring from the railroad business. On his last birthday a year ago next Tuesday, he thought that another twelve-month would find him ready to quit the game, but yesterday he told a Times reporter that there are still too many moves to be made. He doesn't propose to stop even to consider retiring until the complications on the industrial chessboard have been resolved sufficiently to enable him to see clearly a little distance ahead. Until then Mr. Harriman thinks he owes it to 40,000 stockholders and 150,000 employees in his system to stay "on the job."

This definition of his position Mr. Harriman made in the course of his afternoon constitutional along Fifth avenue yesterday. The reporter met him coming out of his house, and asked how things looked from Mr. Harriman's viewpoint of 60 years, lacking only a couple of days. It was the railroad man who spoke of the chess board:

"I would not undertake to say," said Mr. Harriman, "no sensible man would undertake now to predict what is going to happen on to make a comprehensive statement or present conditions. There are too many moves yet to be made before any degree of stability is reached to make such a survey possible."

"Who is going to make them?" "You know as well as I do," returned Mr. Harriman sharply. "The people of this country have got to be brought to a proper appreciation of the inter-relationship between the various factors in industry. Then they must see to it that the administration of law is conducted in their interest and not as a matter of personal caprice."

"And you are going to stay in the game until this comes about, Mr. Harriman?" the reporter asked.

Too Busy to Retire.

"I don't want to say how long I shall stay in harness. A year ago, when the Inter-State Commerce Commission was at work, I said something about retiring in another year. Well, it isn't a case of changing my mind, but of not having had time to think about retirement. I looked then for some falling off in business, but for nothing like what has occurred. I didn't expect to see 50 per cent of the decrease that has been realized. Under such conditions there is nothing to do but to stick until matters set into competent hands, at least, and until confidence has been restored."

"Just now we are hearing about the wage problem. But do people appreciate that, with a given opportunity for the development of business, the more we have to pay for capital, the less there is to pay for wages? I am not referring to the scale of wages, but to the amount that we can spend for wages. And in order to get capital on reasonable terms we have got to have good credit, and credit must be maintained by surplus earnings. There is the whole thing in a nutshell."

"A wrong idea prevails in a good many quarters about this relationship of capital and labor. We men who manage the roads are not the capitalists. The security holders from whom we borrow the money are the capitalists, and they are in partnership with the wage earners in trying to make a fair profit out of serving the public. It is our duty as managers of the roads to preserve the proper relations between the different factors so far as we can. But what becomes of our efforts when unwise governmental interference, resulting in such a condition of distrust as prevails at present, jumbles up all the factors in one conglomeration?"

"Be careful, now, not to confuse the terms. By surplus earnings I do not mean the payment of dividends, but the ability to earn something beyond what is required to meet bare charges and expenses. So in speaking of the partnership between the wage earners and the stockholders, I do not limit myself to the relations that exist or that may exist between the corporate organizations on the one side and the labor organizations on the other. I refer to the fundamental relations between those who furnish the funds for investment and those who give their services to make the investment profitable."

Industry Upset by Restriction.
"It is quite obvious that restriction of business brings about uneconomical conditions throughout the industrial structure. When men are working on

part time, or under limitations as to hours and conditions, there is a tremendous waste in earnings capacity and productive energy. The whole fabric of industry contracts. There is less money to be spent by the workers and consequently less business to be done to supply the wants they can afford. A family makes one bag of flour go where two were used before; the old clothes are made over instead of having new ones bought.

"Multiply this by eighty million and you can see what it means to have the nation economize. Add the distrust naturally produced among those who have the money to invest, and there is a combination of forces at work with cumulative effect, the result of which it is hard to forecast. Earnings decrease because of the slackening volume of business; capital becomes timid and rates for money high, and there is correspondingly less to be paid for the labor necessary to carry out the work that we have before us. The question of whether wages will decrease does not depend upon my attitude or the attitude of any other manager of industry toward labor. It depends upon whether we are going to have the money to pay labor to do the work that we ought to do."

"I believe that things will right themselves when people have had a chance to understand the situation, provided that we eliminate the self-seeker. What we have got to have in political and in business life is the man who is willing to work for others and doesn't undertake to move the pieces on the chess board solely with a view to what he thinks to be his own interest. If you ask me when I believe an equilibrium will be reached and confidence restored, I say frankly that I don't know. The patient is now unadvisedly under treatment that will prove efficacious in the end, but the question still remains whether the disease may not prove very serious before the corrective treatment gets the upper hand."

Where Railroad Men Have Failed.

"Mind, I do not lay all the blame on the public, or even on the politicians. The railroad men themselves are to blame for a great deal of what has happened and they ought to recognize it at this time, when they have their own worries with them. If the railroad men of the United States had learned to treat each other years ago a great deal of what has been suffered would have been avoided. There was a time when they had the right to make agreements covering traffic and rates, but what was the result? An agreement was hardly made before somebody whom it bound issued an order violating its provisions. That sort of thing was the root of destructive competition, and subjected the railroads to much of the trouble that they have suffered since in being made the victims of any one who wanted to build an unnecessary competitive line for the purpose of selling it out."

"I am not opposed to railroad regulation, provided it is coured with railroad protection. Long ago I expressed the view that regulation even to the point of allowing the Inter-State Commerce Commission to fix the rates, was not to be combatted, provided the government would allow the roads to make agreements with each other through the repeal of the

Sherman law. The protection of the public in the making of such agreements is the degree of publicity now insisted upon in respect of other railroad affairs, and of, that I am heartily in favor. Sensible regulation, protection of the railroads against unnecessary competition, and publicity are in my mind the three things that will set the railroads right with the people in the end. But, meanwhile, the men who have the responsibilities of the railroads on their shoulders must keep to their task and not give them over into incompetent hands. There'll be no trouble about training up the men to run the railroads in the next generation if the proper conditions and discipline are established."

"And will there be the work to do, if confidence is restored and the proper relationship established? Of course there will. There is as great a possibility of growth ahead of the railroads in the next 10 years if only we go at it rightly. Within the lifetime of some of our children the population of this country no doubt will have reached 200,000,000 and the system of American railroading that has developed to meet the needs of 80,000,000 of people is in its infancy. But, as I have said, the self-seeker has got to be eliminated and the people at large have got to come to an appreciation of the underlying relationships of the factors in the problem. When those two things are in process of accomplishment it will be time enough to talk about retiring."

-New York Times.

COFFEE

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Your grocer returns your money if you don't like Schilling's Best; we pay him

Kennedy's Laxative Cough Syrup acts promptly yet gently on the bowels, through which the cold is forced out of the system, and at the same time it allays inflammation. Sold by Model Drug Store. 4-3 182

Convention Rates.

On the following occasions tickets will be sold on the certificate plan at Grants Pass for one and one-third fare for the round trip:

W. Y. C. A. State Convention at Eugene, April 3, 4, and 5.

Woodment of the World, Log Rolling Contest, Roseburg, April 14th.

Woodmen of the World, Log Rolling Contest, Medford, April 18th.

Grand Encampment, Rebekah Assembly and Grand Lodge I. O. O. F. at Salem May 19th to May 21st.

Grand Lodge A. F. and A. M., and Grand Chapter R. A. Masons of Oregon, Portland, June 8th to June 13th.

Fleet Celebration at San Francisco, straight round trip tickets sold May 2, and May 4, only for \$18.10 good to return within 28 days from date of sale.

No stopovers given on above tickets. For the conventions tickets may be purchased three days prior to or on the opening day, and are good to return any time within two days after meetings close. For further information call at the depot.

R. K. MONTGOMERY, Agent.

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when eating, that your food is of highest wholesomeness—that it has nothing in it that can injure or distress you—makes the repast doubly comfortable and satisfactory. This supreme confidence you have when the food is raised with

ROYAL
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The only baking powder made with Royal Grape Cream of Tartar

There can be no comforting confidence when eating alum baking powder food. Chemists say that more or less of the alum powder in unchanged alum or alum salts remains in the food.

WILLIAMS

Spring, "the beautiful" is with us again, but where are the spring poets?

Mrs. Johnson, who went to California some time ago for the benefit of her health, is expected home Monday, April 6. She is considerably improved.

B. F. Moffit has gone to Ashland to work on the city sewer.

Sunday was a busy day at the W. O. W. hall. Preaching services in the forenoon, a basket dinner and speaking in the afternoon by Mr. Mulkey, candidate for district attorney.

The new creamery, built by Mr. Graham and others, has been in operation for some time and is now doing a nice business. It is a private company and has selected the name Josephine Creamery Company. Such enterprises are to be commended, as they are an encouragement to farmers to improve their stock and devote more land to alfalfa and clover, rather than sowing to grain as formerly was the case.

We understand Mr. Mulkey was accompanied on his speaking tour to the south end of the county by Messrs. Sparlin and Herriot with their moving picture machine. It will perhaps be in order now for Mr. Newbury to employ a brass band to accompany him.

We wish to second the nomination of Mr. Leith for County Commissioner. He is well fitted for the position, being a successful and yet conservative business man. This end of the county ought to have a commissioner again and all parties should unite for Mr. Leith. There is no politics in such an office, or at least should not be.

BALTIMORE.

TO INSTALL TEN STAMP MILL IN JUNE

Lester White, came over from his mines. The American Girl and the Leroy last Friday to meet by appointment G. W. Hoshaw, an experienced mining man of Los Angeles, who will join Mr. White in the operation of these properties this year.

The American Girl and Leroy adjoin each other and the two are in close proximity to the Goldbug, one of the famous mines in that vicinity, from which there has already been taken \$1,000,000 worth of splendid ore. These properties are on Renben Creek, 12 miles below Leland.

Mr. White is now planning to put up a 10 stamp mill at his mines this summer and in fact has already arranged to begin on this mill in June.

Lester also owns some good placer ground and it may be recalled by some of the Courier readers that it was he who brought in a nugget from this ground two years ago, worth \$40. It is a peculiar fact that the mineral resources of Southern Oregon have thus far been only slightly developed and their great value is appreciated by but few.