

MEDFORD MAIL TRIBUNE

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Official Paper of the City of Medford.

GEORGE PUTNAM, Editor and Manager.

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INCREASE IN DIVORCES.

In government statistics of marriage and divorce, it is stated that the number of divorces granted in 1870 in the United States was 10,962. In 1900 there were 55,700. The increase per 100,000 population was from 28 to 73.

The ratio of divorces in the countries of the world per 100,000 population is stated as 215 in Japan, 73 in United States, 32 in Switzerland, 23 in France and 2 in England.

Though ranking next to Japan in divorces, the United States has the highest marriage rate of any nation except Hungary, Saxony and West Australia. There are more marriages in the south per capita than elsewhere and the west leads the east.

Eighty-five per cent of the divorces are not contested and three-quarters of the applications are granted. Desertion leads as the cause given, though of course it covers a multitude of reasons. Cruelty is next on the list and marital infidelity next.

"The higher education and more systematic development of women will result in the better training of the youth, but the home will continue to be the only school adequate for the development of strong personality and the attainment of life in all its highest manifestations.

The ultimate effect will be, not to increase divorces, but to make them more rare," states Dr. James P. Lichtenberger of the University of Pennsylvania, who has made a study of divorces in the United States for the past forty years. He believes that divorces will be still easier to secure and should be for mismatched couples. He continues:

"The reactionary attempt in our day to increase ecclesiastical and legal restraints . . . is misdirected energy and invites moral disaster. Arbitrarily to diminish the number of divorces, under existing conditions, would be to increase immorality and crime."

The future of the American family may not be threatened by the increase in divorces, though the abuse of divorce laws calls for radical reform. The spectacle of the rich being afforded protection from publicity denied to the poor by the courts of the eastern states and the ease with which divorces are secured in Nevada and other western states, provide shameful abuses of the law which should be remedied.

MAKE IT SIX HUNDRED.

Membership in the Medford Commercial club is nearing the 500 mark. It is hoped to make it 600 by next Tuesday, when the club will hold its annual celebration and jinks in the Medford theater. This will give the club the largest membership of any club in Oregon outside Portland—the largest, strongest body of public-spirited citizens that any community has, and provides the best possible guarantee for the future growth of Medford and continued development of the valley.

Every merchant, every property owner, every progressive citizen in or near Medford should enroll under the banner of progress and be proud to be a member. With a membership of 600, three times as much can be done as has been done in the past. Not only this, but it is the strongest kind of an advertisement in the world at large of the progressive character of our citizenship and the fact that there are no mossbacks in Medford.

Six hundred boosters! There is nothing they cannot accomplish, working unitedly for a common purpose, co-operating in the upbuilding of a city. They will make Medford unrivaled among the cities of Oregon, the mid-way metropolis of the coast.

Six hundred is a number to conjure with. It was the number of the famous light brigade that made the gallant charge at Balaklava, celebrated in song and story. Time and again through the pages of history come accounts of battles and glory won against overwhelming odds by valiant bands numbering six hundred. Medford's six hundred will face no such odds, "but peace hath her victories, no less than war," and it is for such a victory, the creating of a city out of a small town, that Medford needs its six hundred and must have them.

This is the last call for volunteers to enroll themselves in something worth while, and every patriotic citizen is expected to respond, and become one of a to be famous brigade that will win this victory of peace.

ITALIAN AND HAYES TO RUN MARATHON AGAIN

SAN FRANCISCO, Cal., Jan. 20.—Johnny Hayes and Pietro Dorando are both pretty well fit for the Marathon race in which they are

to try conclusions Sunday for the third and last time. The result of the race will settle once and for all which of the pair is the better over the classic course. The winner will be matched with the champion of all Marathoners, Henri St. Yves.

THE LESSON RAPID TRANSIT TEACHES

J. Earl Langdon, in Sacramento Bee.

The automobile, the motor car, the motor boat and the trolley have revolutionized the mode of travel in the Sacramento valley and territory tributary thereto. Time was—and is, a resident of Sacramento .six weeks less than three years, can remember—when the locomotive, the stage and a daily river steamer were the only means of transportation for the general public in and out of Sacramento and the towns of the valley and foothill section.

Today seven electric trains leave and enter the city, connecting the capital with Marysville, Chico, Oroville and intermediate points. Six or eight gasoline motor cars make daily trips between Sacramento and eight or ten valley points. Two new companies operate fast power boats between Sacramento and down-river points, and steamboat and also motor-boat service is maintained at least a part of the year between Sacramento and points up the river. Three automobile stages make three or four trips a day between Sacramento, Fair Oaks, Folsom and other points. Other automobile stages give quick service between points up the valley and towns in the mountain region.

Thousands are riding today where hundreds rode yesterday, and existing lines are finding it hard to keep pace with the rapidly growing demand for more and better service. Increased transportation facilities find the people ever ready to travel more. Business is better, and the cry is for more speed. The new routes and the faster time have created new traffic. Old lines are still doing big business, while the new lines are taxed to capacity. Rapid transit is doing in the Sacramento valley what it does everywhere—increasing the volume of traffic.

There were those who laughed at promoters of the New York subway plans years ago when plans were drawn for a system which could handle a billion passengers a year. That was almost as many people as rode on all surface and elevated lines combined. A year after the tube was in operation the system was taxed to capacity, and the same gangs of men that constructed the original tube kept on extending the system to make it more comprehensive. The surface and elevated lines still handle record crowds. The subway has simply created its own business.

I remember a few years ago the same cry went up when companies of local capitalists began building trolley systems and interurban lines paralleling the steam roads in Indiana, Ohio and Pennsylvania. Skeptics declared it was folly for the traction companies, with a few hundred dollars capital stock, to enter into competition with the steam roads, backed by millions. Yet there were men who were "fools." The trolley

lines kept pushing out, and soon a perfect network covered the same territory served by the great railroad systems which traverse these states. The first year or two it was hard making ends meet, but the traction companies are paying big profits now. The Pennsylvania, Big Four and other steam roads which were paralleled have been paying the same handsome yearly dividends, and employ today more men and operate more trains, both freight and passenger, than before the traction lines began competing.

The hourly and half-hourly schedules and the local service given by the traction companies caused thousands to ride where hundreds rode before. Like the subway in New York, the new lines simply created new business and handled it.

So here in the Sacramento valley the trolley, the automobile, the gasoline motor car and the power boat are creating their own market. Business is better.

The Northern Electric had not reached Sacramento three years ago. Today it is operating seven daily passenger trains each way between this city and points up the valley. Hundreds of people come and go over this line, yet the Southern Pacific is hauling as many passengers between points touched by the Northern Electric as it was three years ago. The electric line has simply created a new market. There is just that much more business.

Three years ago the Southern Pacific operated a daily steamer service between this city and down-river points. An independent line ran steamers at irregular intervals both up and down the river. Today the Southern Pacific steamers make faster time and maintain a better schedule. The California Transportation company, not here three years ago, operates fast power boats daily between this city and down-river points. Other independent lines have steamers two or three days a week and at various seasons of the year a regular daily service is maintained between the M-street wharf and points up the river. At fruit picking time a dozen boats ply up and down seeking freight.

Traffic by Southern Pacific steamer is just as heavy as it was three years ago. The new steamers have created their own business. Rapid transit has revolutionized river traffic. Business is better.

Gasoline motor cars, a comparatively recent invention, have received their first real test in this valley. There are today more motor cars in operation here than in any other section of the United States of twice the population. Yet not a single regular train has been annulled by reason of the business handled by these cars. They have revolutionized the passenger traffic on the

Southern Pacific. Speed and ability to maintain a fast schedule with many stops have caused them to become popular on short runs. They have added hundreds of dollars to the passenger receipts of the local division. On one run traffic became so heavy after the inauguration of the motor car service that a regular fast train had to be installed to handle the increased business. The faster service and closer schedules have increased the number of fares. Business is better.

Three years ago the automobile stage was a novelty in Superior California. Today a dozen regular lines are in operation, and many more are talked of. There are still many sections where the horse stage is as much of a fixture as in the old days of old, but hill-climbing automobiles are rapidly displacing horses on the routes capable of development.

Some months ago a local man established an automobile stage line between Sacramento and Folsom. He used an ordinary five-passenger car. Today three lines are running, and one of these carries ten or twelve passengers each trip. All make three to five trips a day, and each has all the business it can handle.

An automobile stage line was in operation during the summer months last year between Placerville and Lake Tahoe. Those who backed the enterprise claim it was a success, and say a faster and closer schedule will be maintained during the coming summer. Automobiles have taken the place of regular stages between Redding and Weaverville, Alturas and Lakeview, Klamath Falls and Lakeview, Doyle and Susanville, Marysville and Hammonton, Davis and Winters, and other places in the upper valley and foothills. A line is talked of from Marysville to Colusa, and other projects connecting other towns are under way.

In Nevada a dozen auto lines are operating regularly between old and new mining camps, and travelers find these lines the best and fastest means of transportation in that state. One man, who conducts an automobile stage line between Shurz and Rawhide, spends \$15,000 a year for new tires, yet he is reaping big profits from his six big machines.

During the summer months automobile stages operate daily between various railroad stations and points in Lake and Napa counties. They furnish a faster service than was offered by the old horse stages.

The illustration could be carried on and on. The automobile, the motor boat, the motor car and the trolley, each in its way, has created its own market and its own trade. Each has been a factor in development, and each will prove of greater benefit as the population of the valley grows. Faster service and closer schedules have created new opportunities. The new opportunities have caused increased trade. Business is better.

Discount Rate Reduced.

LONDON, Jan. 20.—The Bank of England today reduced the discount rate to 3½ per cent from 4 per cent.

"BREWSTER'S MILLIONS" SOON



LOUISE SANFORD, WITH ROYAL TRACY IN "BREWSTER'S MILLIONS," MEDFORD THEATER, WEDNESDAY EVENING, JANUARY 26.

TO PAVE OR NOT TO PAVE.

To pave, or not to pave, that's the question;
Whether it be better for us to pave,
And by such paving cleanse our streets,
Or, still bespattered, must we trudge along,
Thro' thick and thin, as we've oft done before;
A poor, deserted town would be excused,
But for one fast thriving should not thus appear.
To pave, I know, 'twill cost some pounds; but then,
Can money e'er be put to better use?
My house, my lot, in value be enhanced;
They'll be worth more, 'tis plain, by all the cost,
And I will see and feel its good effects
Throughout my life, whenever I walk the streets;
It must be so—I'll pave, but where's the cash?
Ah, there's the rub!
But not to pave, my friends,
(Ah, there's the mad!)
The want of cash, no doubt, will make some pause,
But they will meet with aid in such a cause;
'Tis not for us to trample in the mire;
Turtles and swine such elements require.
I'm now resolved, and cheerful will unite
To pave our streets and have some lamps to light,
That I may walk secure by day or night.

AUTO RECORDS MADE DURING THE PAST YEAR

SPEEDWAY

DISTANCE	TIME	DRIVER	CAR	PLACE
Quarter mile	0:08.38	Christie	Christie	Indianapolis
Kilometer	0:26.20	Oldfield	Benz 120	Indianapolis
Mile	0:37.71	Strang	Flat 120	Atlanta
Five miles	3:17.70	Strang	Flat 120	Indianapolis
Ten Miles	7:01.94	Strang	Flat 120	Atlanta
Twenty miles	15:31.80	Robertson	Flat 60	Atlanta
Fifty miles	40:14.03	Robertson	Flat 60	Atlanta
One hundred miles	1:22:35.35	Robertson	Flat 60	Atlanta
TWO HUNDRED MILES	2:46:48.47	CHEVROLET	BUICK 30	ATLANTA

ROAD RACING

EVENT	DIST., MILES	DRIVER	CAR	AV. MILE HOUR
Vanderbilt cup	278.08	Grant	Alco Six	62.80
Wheatley Hills	189.60	Harroun	Marmon	59.70
Massapeque cup	126.40	Matson	Chalmers-Detroit 40	58.50
Lowell trophy	318.00	Robertson	Simplex	54.20
COBE CUP	395.60	CHEVROLET	BUICK	40.90
Indiana trophy	232.70	Matson	Chalmers-Detroit	51.40
Fairmount Park cup	200.00	Robertson	Simplex	55.40
Riverhead Class 1	227.50	De Palma	Fiat	62.40
RIVERHEAD CLASS 4	113.75	CHEVROLET	BUICK 30	69.60
Portola Class 3	254.16	Fleming	Pope-Hartford	63.72
LOS ANGELES-PHOENIX	480.00	J. & L. NIKRENT	BUICK 30	24.80

Price of Buick \$1150, others from \$1450 to \$6000

MEDFORD BUICK CO. TOU VELLE, Manager