

MEDFORD MAIL TRIBUNE

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 GEORGE PUTNAM, Editor and Manager.
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A WORD TO INVESTORS.

Prospective investors in fruit lands would do well to choose for their field a proven district, where the business has been a demonstrated success for years, where the element of experiment has been eliminated and the chance for loss reduced to a minimum.

Such a region is the Rogue River valley. Here the purchaser takes fewer chances than in any other spot in the northwest, or for that matter in the world. Fruit growing has been reduced to a science and the commercial orchard is a well proven dividend payer.

It is often said in Portland and other papers that any part of Oregon will grow fine apples and pears. Probably any part will grow an apple, but very few sections have as yet proven that they can grow commercially profitable apples and still fewer pears.

Apple and pear culture, to be commercially profitable, must be in a region where peculiar soil and climatic conditions obtain. Altitude is an essential, otherwise the product will not keep and will not successfully stand shipment. Only experience will tell the story. For instance, Hood River, which raises a perfect apple, will not produce a perfect pear, while the Rogue River valley seems peculiarly adapted to both apple and pear.

City newspapers of today are filled with advertisements of wildcat orchards—where some speculator has bought up a farm at a cheap price, planted it to fruit, subdivided it, and is unloading on the public, using as bait the records of the few really successful fruit belts. Most of these new orchards are experiments, with chances against their producing a commercial product.

Prices are higher in the Rogue River valley than in these wildcat districts, but not as high as in other proven fruit regions, and it is better policy to pay more and get something than to experiment with an unknown quantity or to buy a pig in a poke.

HILL'S RIGHT BOWER.

Concerning John F. Stevens, right hand man of James J. Hill in Oregon, whose inspection of the Pacific & Eastern and the proposed Rogue River valley trolley line, though in an individual capacity, led to reports of Hill's connection with the same, the World's Work of January speaks as follows:

"Mr. John F. Stevens was recently appointed president of the Oregon Trunk Line railroad, a little road that is to be built from the Columbia river down into the heart of the neglected country.

"The task looks small for a man who served as chief engineer of the whole Great Northern system and was called to the gigantic task of building the Panama canal. But, in truth, it is no small nor unimportant task. It puts Mr. Stevens in the front as the new hope and salvation of Oregon.

"For today, as yesterday, Mr. Stevens is a 'Jim Hill man.' His new appointment means that the long railroad deadlock in Oregon is to be broken, and that the huge unpeopled area of that state, which is as big as New York, is to get a real railroad. It is to be no little spur-line built to be sold, but it is to be a new railroad, built to operate, designed to make those millions of acres of land worth money, and to bring Oregon into the list of great wheat states.

"The task is a big one, and the man also is big. His experience carried him into the front with the men that built the early transcontinentals in Texas, in Colorado, in Washington, in Canada. His regime in Panama was short; and he has never told just why he left. Lately he has been on the New York New Haven & Hartford road, with Mr. E. H. McHenry as chief engineer. It was hard to guess just why he was there; but the spirit of these northern people is hard to analyze. Mellen of the Northern Pacific, McHenry, also of the old Northern Pacific, and then of the Canadian Pacific, and Stevens of the Great Northern and the same Canadian Pacific—they flocked together in a tame country to do what could be done. But the call of the mountains is strong; and Stevens answered it at the first hint of work to do."

A JANUARY DAY.

With the sunshine gaily playing on hill and valley, with the thermometer at 65, with the south wind pressing soft caresses, who would not live in the Rogue River valley? Here it is, the 21st of January, and as balmy as a May day. In the frozen east, traffic is still tied up by blizzards, and snow covers city and field. The groundhog has not yet come out of his hole to seek his shadow and the ice king holds his frozen carnival. It will be months before such a day as this brings warmth to cheer to rich and the poor. Why do people stay in such a country, when they may live in a place like this?

COMMERCIAL CLUB SHOULD ACT

Just a few more words in regard to the road question. I think every sensible man in the county is in favor of improving our highways, but as to the best method to pursue under existing circumstances, is the question to discuss.

According to our state constitution no county can bond itself, so the first question of importance is finance.

The present method of road building, especially west of the Mississippi, developed from the blazed trail. In early days when the country was sparsely settled the most that could be expected was a path through the forest wide enough for a wagon and stumps cut low enough to clear the front axle of the wagon. This road was improved a little by travel, finally when the country became settled and heavy crops had to be hauled, to market, local laws were passed governing the construction and up-keep of the roads. A farmer was generally chosen as road supervisor, who was expected to put in a few days of his time during the summer in calling out his neighbors to work their road tax, the good neighbors would get together, scrape a little dirt into the low places, tell a few stories, get a receipt for their road tax and call it a job. Bridges of any importance were put in by the county, the contract generally being let to the local sawmill man.

Now the fact is we are practically pursuing this same old method, with improvements so slight that it is scarcely noticeable, except in the amount of money expended, but there is no use to enlarge upon the indictment, for we have all pleaded guilty. Neither is it timely to go into the intricate part of road building. We must start a campaign all over the country, with the view of urging upon the people the necessity of changing our law so that the county can issue bonds for road building, and there is but one source that we can look to for good and efficient work along this line, and that is the different commercial clubs. These clubs are already organized and are composed of the best up-to-date men in the several communities, and if the commercial clubs of this county will start the ball to rolling, write letters to all the other commercial clubs throughout the state, enlist the services of the Medford Mail Tribune, the Oregonian and other prominent papers throughout the state, it will be an easy matter with our referendum to remove the present obstacle, and when we have arranged the finance it is a matter of detail work to put men competent in charge of our road building. The road question should be one of the principal topics discussed at the high links next Tuesday. Judge Colvig, we call upon you for a speech.

E. M. ANDREWS.

MANY CONVENTIONS MEET IN PORTLAND

Hibernians to Number of 1400 Will Gather There Soon in Annual Convention.

PORTLAND, Or., Jan. 21.—A big convention of the coming year for Portland is that of the Ancient Order of Hibernians. The annual gathering of the national body will be held here July 19-24, and it is thought the greatest meeting in the history of the order in America will occur at that time. There are 1400 accredited delegates who will be in attendance, and in addition many other members and their friends will make the trip to the northwest. It is expected that no less than 30,000 visitors will be attracted to the North Pacific coast by this convention. Committees are at work planning entertainment for the Hibernians and every indication now points to the gathering being a big success. Wool-growers of the country will gather at Portland in 1911, bringing to this city a convention representative of a great industry. Delegates to the recent convention of the wool men at Ogden from the Pacific northwest were a unit for Portland as the next meeting place, and they captured the gathering without serious opposition. Ninety per cent of the wool growers of the country are members of the organization and the convention will bring thousands of visitors to Portland. The next meeting of the national body will be held here in January, 1911.

Grocers to Meet.
 Grocers of the state will gather at Eugene, January 26 and 27, for the annual convention of the Oregon Retail Grocers' association. There is a splendid program of deep interest to the dealers in foodstuffs, and the attendance is expected to be the largest in the history of the state association. Problems coming up in the grocery business will be discussed and mutual help gained from the interchange of ideas of the various dealers.

An example of the big money in hog raising was given here during the past week when a single porker weighing 680 pounds brought \$61.20. This is the highest price that a single hog ever brought at the stockyards. The hog was raised by Henry Larkin of Colfax, Wash. Hogs reached \$9.20 during the week.

Coos Bay seems to be in line for some real railroad building, and both the Hill and Harriman systems are reported to be showing interest in that section. It is said work is about to be resumed on the Southern Pacific lines from Drain and the Northern Pacific is said to be negotiating for big coal holdings, which lie close to Marshfield.

New Corporations.
 SALEM, Or., Jan. 21.—Articles of incorporation have been filed in the office of the secretary of state as follows:
 Eagle Point Orchards company, Eagle Point; W. W. Von der Hellen, F. K. Woodard and H. N. Starr, incorporators; capital, \$25,000.
 Medford Hardware company, Medford; C. E. Evans, R. M. Cross and Mrs. Marion Cross, incorporators; capital stock, \$40,000.

LEAPS TO SAFTY FROM BLAZING AEROPLANE

French Aviator Displays Rare Coolness When His Machine Dashes Rapidly Earthward.

ORAN, Algeria, Jan. 21.—Carried in a flaming aeroplane downward through space at terrific speed, Ollie Slagers, a French aviator, today escaped death by a hair-raising jump from the machine when it was within 30 feet from the ground. Slager sustained slight injuries.

The aeroplane smashed the earth with great force and was completely wrecked. Slagers' leap saved the plucky aeronaut from being crushed to death in the wreckage.

Slagers' flight was being watched by a big crowd. He ascended to a great height and appeared to have perfect control of the motors. Suddenly one of the planes caught fire, and, to the horror of the spectators, the machine began to drop. As it descended, it gathered momentum, and none believed the driver could escape death.

In the flash of time before the blazing aeroplane struck the earth Slagers was seen to leap from the comet-like mass. He was unconscious when picked up, but quickly recovered, and an examination showed that no bones were broken.

PLAIN TALK TO GRUMBLERS

From the Gold Beach Globe.
 God gave geese brains enough to quietly take their departure from any country that no longer suits them; yet there are howlers in Curry who are classed with men of ordinary intelligence, that don't show as much sense as the goose. If you don't like the country, move out of it. No one will grieve for you. If you like the country and have no idea how to promote your own interest along with that of your neighbor, keep your mouth shut and don't hamper those that have and are executing their ideas.

Woman Ordered Out.
 SAN FRANCISCO, Cal., Jan. 21.—

DER KAISER MEETS LADIES; PEOPLE SORE

Action of Emperor Bill in Receiving 28 Americans Is Heavily Scored by the German Papers.

BERLIN, Jan. 21.—Social leaders of the German capital are in revolt today because 28 Americans, among them Mrs. Benjamin Ide Wheeler, wife of the president of the University of California, and her niece, Miss Sprague, were presented at court last night. The social elect declared that few of the Americans, mostly women, were entitled to presentation.

A morning paper today in comment on the affair says: "The dignity of the court is compromised by association with ordinary Americans, who are not merely socially unfit, but are actually sworn republicans."

Twenty women, some of them attended by their husbands, were presented to the kaiser by the American ambassador at the annual levee at the palace. Twenty-eight Americans in all were presented, the largest number to be greeted by the kaiser at one time. The guests also were greeted by the kaiserin, the crown prince and crown princess and other members of the emperor's family.

All the American women were dressed in the handsome gowns that Worth, or Hertz of Berlin could produce. The dresses were heavily embroidered with jewels and instances were numerous where their wearers had difficulty in lifting the trains, so heavy were the masses of gems.

TREE PLANTING HAS STARTED IN EARNEST

Shade tree planting along Medford's streets under the auspices of the Ladies of the Greater Medford club has begun in earnest. The planting is being done under the direction of H. B. Patterson of the Quaker City nursery, who supplied the trees at cost. Those who have failed to sign up for trees can secure them from the club or Mr. Patterson at the Hotel Nash.

Fourteen hundred trees are being set out, consisting principally of horse chestnut, maple and cork elm.

Mrs. George B. Brown and Mrs. M. M. Brown of Brownsboro were Medford visitors Thursday.

After a long fight against deportation, Mrs. Harold Greig, formerly of Seattle has learned that she must return to Canada, from whence she entered the United States. Mrs. Greig was ordered deported by the local federal immigration authorities, in session here today, on the ground that she is an "undesirable."

QUEEN ANNE ADDITION ATTRACTIVE TO INVESTORS.

W. J. Lyon makes purchase on Roosevelt avenue. With the many improvements that are to be made in that section the coming season, Mr. Lyon pictures great advancement in values.

The Southern Oregon Hospital
 IS NOW READY TO RECEIVE PATIENTS.
 YOUR CO-OPERATION IS RESPECTFULLY INVITED.
 Visiting Hours 2 to 4 P. M.
OFFICIAL HOSPITAL OF P. & E. RAILROAD.
 E. W. HISEY, Matron and Sole Proprietor.
PHONE MAIN 1361. 334 S. CENTRAL AVE., MEDFORD, OR.

Wm. E. STACY & CO.
REAL ESTATE AND EMPLOYMENT.
 District Agent for ALADDIN LAMP—Local agents wanted.
 Office 8 South Central Ave. MEDFORD, OR.

Do you know or Do you care
 Are you paying more for your shoes than they are worth? Are you trading where shoe men with many years' experience in properly fitting feet are in charge? We desire to have the trade of those WHO DO CARE. It's our pride to fit every foot so that it looks its best. Those "who care" will appreciate these facts. We carry the two lines, the Dorothy Dodd and Walkover, which are without doubt the most popular of any shoes on the market in this county. Correct styles and wearing qualities have made them.
Edmeades Bros
 THE MOORE BUILDING

The BUICK
 Won 93 per cent of all the great competitive events held in the United States and Canada the past season. The combined automobile output of the whole world won the other 7 per cent.
Buick 20 "White Streak" . . \$1150
Buick 24 \$1550
Buick 30 \$1900
 All Prices F. O. B. Portland. Think it over.
Medford Buick Co.
 Tou Telle Manager

A Box of Monkeys
 Presented by the Senior Class of the
MEDFORD HIGH SCHOOL
Medford Theatre, Saturday, January 22nd.
 If you believe in laughing you will certainly enjoy this
A ROARING TWO ACT COMEDY
 Seats on sale at the Medford Book Store - - Prices 35. 50 and 75.