

MEDFORD MAIL TRIBUNE

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Official Paper of the City of Medford

GEORGE PUTNAM, Editor and Manager.

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SUBSCRIPTION RATES.

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BETTER RECALL THE RECALL.

recall petition has been filed against Mayor R. N. of Ashland, in which it is alleged that the mayor has shown himself "generally incompetent" in the administration of his office, has been "instrumental" in expending the public funds on improvements made particularly for his private property, and he summarily dismissed the superintending engineer of the municipal lighting plant, and that he has "shown favoritism and incompetence" in the appointment of committees for the current year.

The charges sound rather flimsy to the outside public. Competence or incompetence in an executive is purely a matter of opinion. One thing, however, the outside public does know, and that is that more municipal improvements have been made in Ashland during the past year than ever before in the city's history, and that if Mayor Snell's recall means an effort to block progress it would be better that the recall effort died aborning.

Under the constitutional amendment now in force every public officer in Oregon is subject to recall, provided twenty-five per cent of the legal voters of the district in which he is elected sign the petition for recall. On the sample ballot at the election, "shall be printed in not more than 200 words" the reasons for demanding the recall, and in the same length of space can be printed the officer's justification for his course in office. Under the law it does not appear that it is at all essential to give any valid reasons why an official should be recalled, most any pretext answering.

It will be remembered that in the recall petition filed against John D. Howell, then councilman in Medford, that Judge Hanna granted an injunction restraining the city recorder from holding the recall election, and if memory serves aright, the court held that the recall amendment required an enabling act which has not been passed by the legislature.

This recall business is a bad thing for Ashland, because it indicates factional discord and a city divided against itself. Ashland people evidently have yet to learn that the only way to build up a place is to forget personal animosity and work as a unit for the upbuilding of city and country.

FIGHTING FOR AN EXPOSITION.

A merry war is waging between San Diego and San Francisco as to which has the right to give a Panama canal exposition and world's fair in 1915.

San Diego was first in the field with a "Panama-California exposition," and her claims are endorsed by Los Angeles and all of southern California. After her project was well under way San Francisco butted in with the proposition of holding a "Panama-Pacific exposition" in the same year.

In December a mass meeting of business men held in the Merchants' Exchange in San Francisco ratified the intention to hold an exposition at San Francisco and refused a San Diego committee, which had journeyed to San Francisco for the purpose of friendly expostulation, the privilege of appearing before the meeting.

Over \$325,000 of the capital stock of the San Diego enterprise had been subscribed and organization perfected before San Francisco started, and it would seem that under the circumstances, San Francisco, which has always secured everything in the line of expositions hitherto held in California, might gracefully consent to let her little sister city have the annoyance and trouble of the prospective world's fair, knowing that everyone that comes to California comes to San Francisco anyway.

AEROPLANES BECOMING COMMON.

There is every reason to believe that within a few years aeroplanes will become as common as automobiles are today. As long as the novelty lasts they will command high prices, and so be purchased exclusively by the wealthy, but as the demand increases they will be turned out by countless thousands by hundreds of factories, and the competition will lower the price to a reasonable sum—that is, a fair profit on the actual cost of production.

The cheapest aeroplane is said to be one made by Santos Dumont, which retails in France for \$1000. Aeroplanes are sold for \$2400. The Antoinette monoplanes, the Wright, Voisin, Henry, Firman and Morris Firman biplanes are catalogued at \$5000. The biplane purchased at Portland, the first one in Oregon, exhibited at the recent auto show, cost \$7500, although the actual cost of production probably did not exceed \$500.

The demand both in America and Europe for aeroplanes is greater than the supply, and this will result in their production in large quantities by another year. It does not seem a difficult problem to learn the art of flying; those who have ridden in airships claim that they are not more difficult to control than automobiles and that it is operated simply through a system of levers similar to those of the motor car.

There are a dozen schools of flying in France. The rates charged for teaching range from \$800 to a combination which necessitates the purchase of an aeroplane with the lessons to follow. The latter plan is tending to exclude

from the practice of flying all but the rich, who can afford to first buy their machine.

The average American has too much ingenuity and too much impatience to bother with a school for flying. Give him a machine and it will not be long before he is its master or breaks his neck in the attempt. Aviators are certain to rapidly increase in number, as aviation is an attraction to the adventuresome that will draw thousands to the calling. A loss of interest in trial expositions and meets will follow and the aviator, instead of drawing big fees, will be reduced to a salary as man-birds become common throughout the world.

The success of aviation must eventually work a tremendous revolution. It would not be surprising if airships eventually brought about universal peace, for they can bring about such wholesale slaughter that neither fort nor battleship will afford any protection from an army of airships dropping dynamite through the heavens.

SISKIYOU.

(Del Norte Record)

Portland and San Francisco papers have been poking fun at the proposition of forming a new state out of Northern California and Southern Oregon, in some respects going to the extremes.

The quill drivers of the metropolitan papers must bear in mind that they have done but little to advance the interests of the sections mentioned. Some are so ignorant of the vastness of California that they place Crescent City in Oregon, they dreaming that California exists only around San Francisco bay.

The movement is gaining strength—at least the matter is being discussed more and more.

There is no section in the United States of the same area that can boast of as great possibilities. Every county mentioned has untold wealth in one thing or another that will some day surprise the croakers who sit in offices in the larger cities and grind out trash.

We believe that every person, in particular newspaper men, in northern California and southern Oregon who is working to form the new state is doing so for the purpose of bringing his section to the front, having been retarded by federal and state moneys being spent in other sections that now deem our section a wilderness.

HOOD RIVER PRESENTS JEFFRIES WITH APPLES

HOOD RIVER, Or., Feb. 1.—If Jim Jeffries wins the fight which he claims he is going to pull off next July, some of the fame and glory will be claimed for Hood River Spitzbergen which the champion will be munching for a few days. The big, burly idol went through Hood River just before noon Saturday with Frank Gotch, Sam Beeger and his car of exhibition bruisers. The car was attached to the fast mail and as there was no diner the prize-fighters had wired ahead for breakfast to be served them by a local hotel. The Commercial club got busy and presented Jeff with a box of fancy Spitzbergen apples when the train stopped. The man who is to meet the black did not emerge from his drawing-room until just before the train started, and he only had time to shake hands with the committee and thank them for the big red apples.

TWENTY-TWO INJURED IN C. P. R. TRAIN WRECK

LETHBRIDGE, Can., Feb. 1.—One man dead, several dying among 22 injured workmen today is the result of a wreck of a Canadian Pacific work train which crashed through a bridge yesterday near here.

All the dead and injured are Bulgarians.

ABOUT HYOMEL

A Bottle Only Costs 50 Cents—A Complete Outfit Including Inhaler

When Charles Strang states most emphatically that he will guarantee Hyomel to cure catarrh or to give you your money back, what is your answer?

Are you satisfied with your condition, or do you want to rid yourself forever of vile catarrh, with its humiliating symptoms, such as hacking, spitting, blowing and bad breath. Hyomel is a simple, antiseptic medicine, that you breathe through a small pocket inhaler over the parts affected by catarrh.

It is made of Australian Eucalyptus mixed with other germ killing and membrane soothing antiseptics.

Get a complete outfit today. It only costs \$1.00, and contains everything necessary to cure any ordinary disease of catarrh. Extra bottles, if needed, 50c.

Hyomel is the best remedy in the world for sore throat, coughs and colds, croup and bronchitis. It gives wonderful relief in two minutes. For sale by druggists everywhere and by Ocas, Strang. Send for free sample bottle and booklet. Booth's Hyomel Co., Buffalo, New York.

ITALIAN AGAIN PUTS IT ON JOHNNY HAYES

SAN FRANCISCO, Cal., Feb. 1.—Dorando Petri is happy today, and scores of San Francisco Italians are jingling good American dollars that, until their champion took the measure of little Johnny Hayes in yesterday's Marathon race, reposed in the wallets of various citizens of the U. S. A.

For plumbing, see Medford Hardware Co. 269*

SURVEYS CONTINUE ON COAST RAILWAY

MARSHFIELD, Or., Feb. 1.—Engineer F. W. Stevens, who is in charge of one of the survey parties of the Coos Bay-Boise railroad, has moved his headquarters to Marshfield, after having run the survey from a point midway between this place and Roseburg. The location has been made to Myrtle Point from the summit of the mountain, and the preliminary surveys have been made from Myrtle Point to Marshfield, or a point near here. Thirteen men are at work under Engineer Stevens, and Engineer Haines has the same number working for him on the Roseburg end of the line.

The company has asked at both Coos Bay and Roseburg for a bonus of \$150,000 to be paid after a locomotive is run over the finished road from Marshfield to Roseburg. The people at Roseburg have assured the bonus, and an effort is being made to raise the required amount on Coos Bay. In the meantime the surveying work of the road is continuing. F. H. Clark and Engineer F. A. Haines, who are at the head of the project, have not yet given out who is behind the enterprise.

Stationery, office and school supplies at the Merrivold Shop.

TELEGRAPH COMPANIES PLAN FURTHER MERGERS

PITTSBURG, Pa., Feb. 1.—The next step in the reported telegraph merger will be the absorption of the American District Telegraph company by the American Telegraph & Telephone company, according to a well-defined rumor in financial circles today.

From the same source another report emanated to the effect that the Postal Telegraph company soon will be included in the merger, making an absolute monopoly of the telegraph, telephone and messenger services throughout the country.

SAN DIEGO MEAT DEALERS RAISE ALL MEAT 1 CENT

SAN DIEGO, Cal., Feb. 1.—The meat dealers here today announce a raise of one cent a pound on all meats furnished to restaurants and hotels, which in turn will raise their prices later in the week.

If troubled with indigestion, constipation, no appetite or feel bilious, give Chamberlain's Stomach and Liver Tablets a trial and you will be pleased with the result. These tablets invigorate the stomach and liver and strengthen the digestion. Sold by all druggists.

Wear Kidd's Shoes.

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F O R M E
T H E D A
W H M E

Save This And Solve the Mystery

SAVE THIS ADVERTISEMENT. IT MAY BE A MYSTERY TODAY, BUT IT WILL NOT BE AFTER YOU HAVE READ TOMORROW'S, AND THE NEXT DAY'S PAPERS. SAVE THIS AD AND THE OTHERS. PUT THEM TOGETHER—READ THE MESSAGE—BRING IT TO US—AND YOU WILL RECEIVE A PRESENT.

W. H. MEEKER & CO.

Bargains For Buyers

140 acres, \$125 per acre, one mile from station, all cleared; will subdivide.

33 1/2 acres, 1 1/2 miles from station; finest alfalfa and apple land; at a bargain.

CITY PROPERTY.

New five-room house and four lots for \$2500; with terras.

New five-room modern bungalow on King street, for \$2000.

10 acres adjoining the city limits, for \$600 per acre. This is a splendid proposition for subdivision.

HUNTLEY-KREMER CO.

214 Fruitgrowers' Bank bldg. Phone 3491.



AT YOUR GROCER'S PORTLAND FLOURING MILL CO., PORTLAND, OREGON

Savoy Theatre TONIGHT

BEAR HUNTING IN RUSSIA (Exciting, Realistic) THE DEACON'S DAUGHTER (A Rural Poem) MASQUERADER'S CHARITY (New, Novel)

Excellent Music. ONE DIME

Opening Third Unit

Of U. S Government Lands, Umatilla Project, at Hermiston, Ore.

February 10, 1910

For the above occasion the Oregon Railroad & Navigation Co. and Southern Pacific Company—lines in Oregon, will make an open rate of

One and One Third Fare

for the round trip from all points in their lines to Hermiston. Tickets on sale February 6th and 7th, with final return limit February 20, 1910.

Free booklet, issued by the government containing full information as to cost, how to file, water rights, etc., may be obtained from any O. R. & N. or S. P. Agent, or by writing to

WM. McMURRAY, General Passenger Agent.