

1500 KILLED IN CHINESE RIOTS

Foreign Drilled Soldiers Clash With Chinese Police—City of Canton Closed to Foreigners.

CANTON, China, Feb. 14.—Following a riot during which it is estimated that 1500 men were killed or wounded by a Chinese naval force which was lauded to quell rioting, the city is closed today to foreigners.

It will be reopened in two days, when it is expected that the officials will be in control of the situation again. Many Chinese, fearing a general outbreak, are fleeing to Hongkong.

The riot had its origin in friction between the foreign drilled Chinese soldiers and the city police, which finally culminated in a series of street fights yesterday in which the populace joined.

PLEASURE PARTY ON SOUND HIT BY STEAMER: ONE DEAD

TACOMA, Wash., Feb. 14.—The steamer Celtic, outward bound at 11:45 last night, rammed the launch Arrow, which was cruising in the bay with a pleasure party of six young folks, and as a result Arthur N. Furb, a bridge contractor, aged 23, is missing and is supposed to have been drowned. Claude Harris, Clayton Harris, Misses Loretta Brown, Ollie Keller and Gertrude Walker, the other members of the pleasure party, were all thrown into the water, but were rescued by the Celtic's crew. The launch was worth \$2500. Air-tight compartments saved it from sinking, although it was cut nearly in two when the steamer hit it.

A searching party patrolled the bay throughout the night for Furb's body, but without success.

PRICES ON THE FARM AND IN THE CITY CAFE

A North Dakota senator declared in a speech before the national senate the other day that a 4-year-old steer which a farmer of his state is compelled to sell for \$70 would sell for \$2500 when retailed at senate restaurant steak prices. He also alleges that a bushel of wheat, which brings the farmer and grower 90 cents, retails for \$3 or \$4 when made into bread and sold at 5 cents a loaf, and at \$37.50 when served in a good restaurant. Potatoes worth 30 cents a bushel in his state bring an advance of 450 per cent when served "hashed brown" in a fashionable eating place. Consequently the city residents should not believe that the farmers and producers are getting the velvet in this matter of the cost of living high.

Hotel Arrivals.

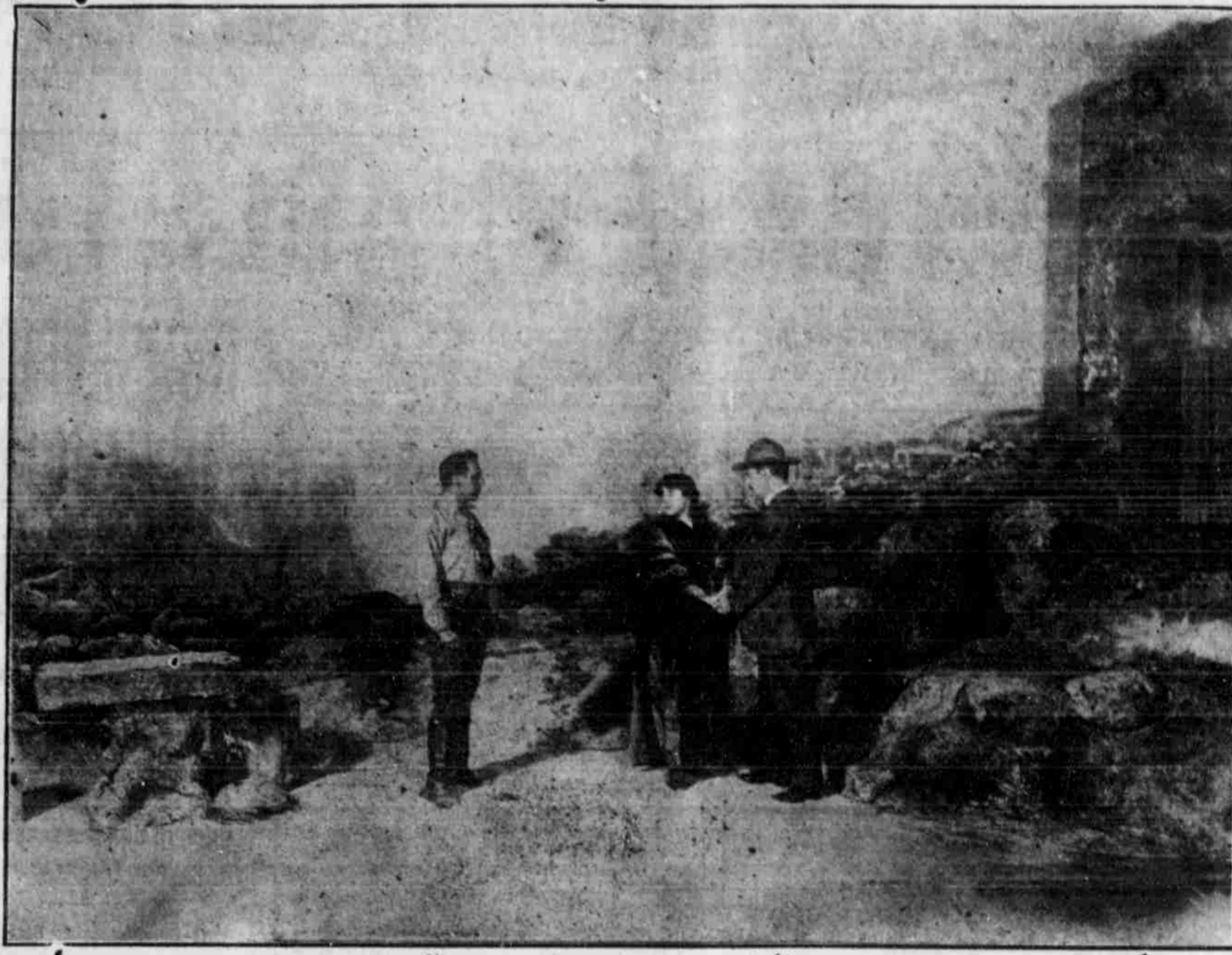
At the Nash—Wm. A. Sumner, Jr., Modoc Orchard; W. Reasoner, Omaha; R. H. Nichols, Council Bluffs, Ia.; F. A. Borchert, San Francisco; C. S. Harrison, San Francisco; Geo. P. Nims, Seven Oaks; John J. Burke, New York; E. T. Lumy, New York; H. Croffield, New York; Mr. and Mrs. A. G. Buck, Baltimore, Md.; Mr. and Mrs. Chas. B. Handford, Washington, D. C.; Mrs. J. W. Bennett, Washington, D. C.; J. B. Phipps, Portland; J. N. McLean, Butte, Montana; J. A. Lane, New York; W. H. Trece, Portland; A. Morrison, Portland; J. C. Aitken, Woodville; A. Spencer, San Francisco; P. H. Carr, Portland; W. J. Lloyd, Seattle; W. Baxter, Chicago; C. C. Springer, Portland; G. W. Libbery, Portland; F. A. Chinnock, Portland.

At the Moore—J. E. DeWolfe and wife, Michigan City; V. H. Hallene, Portland; C. A. Manuel, Portland; M. Ernstrom, Portland; Geo. P. Riddle and wife, Grants Pass; L. L. Jewell and wife, Grants Pass; W. J. Austin, Jr., New York; W. J. Austin, Sr., New York; Lida Evansten, New York; Clara L. Austin, New York; Chas. C. Petes, Portland; J. M. McLea, Butte, Montana; J. H. Byerly, Ardock, N. D.; S. H. Blacklear, Portland; E. T. Wear, Portland; S. I. Wilson, Livingston, Montana; Frank Zell and wife, Portland; Capt. J. I. Reynolds and wife, Portland; M. Anderson, San Francisco; W. M. Sturnes, Chicago; W. P. Grey, San Francisco.

WILL SEND THEIR THANKS ON SILK TABLETS

TOKYO, Feb. 14.—The Japanese business men who composed the honorary trades committee that visited the United States last fall, will present the chamber of commerce of each American city visited with a beautiful Nishijin silk tablet, woven with an inscription of thanks, according to an announcement they made today.

THE GREAT DIVIDE HERE THURSDAY NIGHT



DRAWS LESSON FROM BOOSTERS OF MEDFORD

Corvallis Paper Says Medford Is Being Built by Faith, Optimism and Disposition to Dare.

Under the caption, "Medford, the Queen of Southern Oregon, and Why She Is It," the Daily Gazette-Times of Corvallis, Or., publishes the following article:

Medford is no longer a town; it is a real city with a reasonable prospect of surpassing Chicago and Eugene at an early date. When a town is so far along that smoking in the dining room is the rule rather than the exception, and no ban is placed on the cigarette, nothing can stop it—all the mossbackism this side of glory suddenly centered there would not even check the onward rush. Medford has reached this stage of development, has hit this very warm pace, and the residents there now think only in six figures. The man who has \$2.50 worth of stock in an orchard company is counting his riches in the hundreds of thousands, and boosters insist that they are conservative when they admit the possibility of Medford numbering 200,000 souls in 1920. The capital of the southern fruit paradise actually numbers anywhere from 6,000 to 8,000 people at the present time, not inclusive of the crowds at the hotels Nash and Moore, three-story structures so everlastingly full of people that the sides are bulging out; but it is the ever-increasing numbers at the city's hostels that give Medford hope of reaching that 200,000. To accommodate guests at the two hotels named, Tuesday night cots were placed in the hallways and some young men were hung up on the coat racks. The only thing that is worrying Medford right now is the question: "Where are we going to put 5,000 homeseekers who will come in on the special colonist rates during March and April?" Two immense hotels are now being gotten under way, but it will be a year, almost, before they are ready for occupancy, and at the present time all the hotels and rooming houses are filled. Medfordites believe that the hosts are coming and it looks like it. On Wednesday, and there was nothing doing, more people could be seen on the streets there than one sees on a Portland street except when something special is doing. It isn't possible that any proportion of Medfordites are idlers, for there is plenty of work there, so most of these people must be homeseekers and visitors to the city—and this before the rates are on. Medford looks good, it looks like business, and it is business. Eight big, class A buildings are in course of construction and one needs but to give casual inspection to discover that several of the big buildings now in use are but recently finished. In fact the entire business section is new enough to be generally up-to-date and the absence of them real shacks

is so conspicuous that a clodhopper from the Willamette, where few have had faith enough to build decent structures, must needs fall down and worship. And with Medford's material growth has come a continued growth of optimism, and the most optimistic of the all are some of the rank old mossbacks whom the live wires hammered at until they opened their eyes to the wondrous opportunity there, caught on and are now in the swim. The mossbacks who have failed to catch the spirit and keep up with the procession are ridden over rough-shod, voted down and kicked out at every given opportunity, and whether or not this is exactly the right thing from a humanitarian standpoint, it is certain that the anti-mossback spirit is converting Medford into a modern little city with great prospects of its population equaling the number of trees on the hillsides about the city. A very amusing story is told of one ultra-conservative who lived in the heart of the city. He was a well-known and highly respected gentleman with considerable means and quite an acreage in the city. When the paving and other improvements came along he opposed until he was overruled, and then he got mad and swore he would leave the town. He sold at a great advance and bought a country-seat far out, so he thought. That was about two years ago, but already his residence is becoming the heart of the best residence district and the paving is coming to him just the same. He is now almost a convert.

But to get down to facts, devoid of enthusiasm, Medford has twelve blocks of business buildings, the whole stretch better appearing than the business section of either town south of Eugene. There is one four-story structure, several three stories and many first-class two story buildings. The streets are wide and a mile or more is paved and twelve miles are ordered paved. Some of this work is now under way. One thing in particular shows that Medford is a rebuilt town and that all the southern towns are being rebuilt—that is the extension of the sidewalks. Conservatism led the council to order, originally, nine and ten-foot cement walks in the business districts and in all the southern towns there is the evidence that these have been widened to twelve and fourteen feet. Medford has three banks with practically a total of \$2,000,000. The two big hotels would not be discreditable to Portland. The fire department is up-to-date, with trained team and paid fire-fighters. At the west end of the business section of Main street is a beautiful and remarkably clean and well-kept park, slightly larger than a block. Practically all the streets are torn up either for the purpose of paving, cement walks, laying of water mains or sewers. Many laborers are at work. A fine new station is to be built by the Southern Pacific. Besides the Saturday Review, a sprightly weekly, Medford has but one paper, the Daily Mail Tribune, of which the people are ordinarily proud. The backers of it are losing money each month in an effort to make it surpass the Oregonian. George Putnam, the editor, has done

RECEIVER REPAIRS THE AMENT DAM

Southern Pacific Building Spur to Facilitate Unloading of Material—Elias Ruud Is Engineer.

GRANTS PASS, Or., Feb. 14.—Receiver George E. Sanders is starting to repair the Golden Drift dam. Already a number of men and teams are at work running the sawmill and getting ready for more active work. Arrangements are being made to have a boarding house for the men. The Southern Pacific is putting in a spur at the dam to facilitate the unloading of material for rebuilding.

Elihu Ruud has been engaged as engineer for the reconstruction of the wing to the dam. Mr. Sanders says the work will go forward as rapidly as possible from now on.

Married.

At the home of the officiating clergyman, Rev. C. H. Hoxie, on the night of the 12th inst., F. W. Hurst and Georgia Narvelle.

great things in lambasting the mossbacks and has the people with him, at least by word of mouth.

But Medford has a host of boosters like Putnam and Colvig and Westlund.



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WOULD HAVE PHIPPS RACE AGAINST SNELL

Recallers in Ashland Are Unable to Find a Leader Willing to Enter Race.

ASHLAND, Or., Feb. 14.—A caucus of the anti-Snell forces was held Friday afternoon in the undertaking parlors of H. C. Stock. The choice of meeting places will appeal to those with a sense of "the eternal fitness of things," for what more appropriate place could have been chosen for the discussion of a dead issue than the morgue. Reporters were not invited to be present, and doors were closed to all but the elect. But morgue mysteries are as for clairvoyants, since the writer is able to give the public an interesting piece of news that otherwise would have escaped unnoticed.

Among those present who are devoting their lives to the dear public were the following boosters: E. E. Phipps, original discoverer of the "mare's nest," Geo. Parslow, C. S. Butler, A. S. Barnes, C. L. Cunningham, H. C. Stock, W. N. Grubb, Chas. Hosley and James Lowe. It was hoped that a candidate could be chosen to lead the fight against Mayor Snell, but it developed that everyone who had been approached had disesteemed and the appeals had fallen on desert air. R. P. Neil, the last man tackled, very sensibly refused to be the "goat." It was a long-faced bunch of patriots that wended their way from the morgue, and passers-by little dreamed that it was only a dead issue on the cold slab in the little back room that was responsible for the sorrow depicted on their faces.

It is expected that C. W. Root will be pestered still further by the desperate "recallers" in an effort to get his consent to allow his name to be used, but it is improbable that he will enter the lists as many of his supporters in the last race for mayor are opposed to the recall movement. If the worst comes to the worst, it is hoped by many that either Mr. Phipps or Mr. Barnes will make the race—and strange to say, that hope is shared by oh! so many of Mayor Snell's friends.

CLAIRVOYANT.

NO FAVORITE IN FIGHT POWELL AND MEMSIC

LOS ANGELES, Cal., Feb. 14.—With the fight between George Memsic and Lew Powell but one day off, it begins to look as though there will be no favorite. Money is not being bet freely. The odds are even. Every fight fan has an opinion as to the probable result of the ten-round encounter. But when it comes to backing it up with real coin of the realm they fail to come through.

Training was practically concluded in both camps yesterday. It was a day of hard work for the fighters. With large crowds present to see the boys in the final public workout, both boxed, skipped the rope and went through a number of evolutions for the benefit of admiring audiences.

Powell boxed six lively rounds with Al Rogers, curly O'Connell and Sailor Hanson. He said he weighed 135 pounds. Road work was his portion today to bring him down to weight.

Memsic went five rounds with his sparring partners. He is in fine form and apparently has much more confidence in himself than when he faced Picato recently.

MEDFORD TIME TABLE.

| Northbound | |
|----------------------------|-------------|
| No. 20 Portland Local | 8:04 a. m. |
| No. 16 Oregon Express | 5:24 p. m. |
| No. 14 Portland Express | 8:59 p. m. |
| Southbound | |
| No. 15 California Express | 10:35 a. m. |
| No. 13 S. F. Express | 3:32 p. m. |
| No. 19 Ashland Local | 11:22 p. m. |
| Medford to Jacksonville. | |
| Motor car leaves | 8:00 a. m. |
| Train leaves | 10:45 a. m. |
| Train leaves | 3:35 p. m. |
| Train leaves | 6:00 p. m. |
| Motor car leaves | 9:50 p. m. |
| Jacksonville to Medford. | |
| Motor leaves | 7:00 a. m. |
| Train leaves | 8:45 a. m. |
| Train leaves | 2:30 p. m. |
| Train leaves | 4:30 p. m. |
| Motor car leaves | 7:30 p. m. |
| PACIFIC & EASTERN RAILWAY. | |
| No. 1 Leaves Medford | 8:10 a. m. |
| No. 2 Leaves Medford | 3:00 p. m. |
| No. 2 Arrives Medford | 10:10 a. m. |
| No. 4 Arrives Medford | 5:00 p. m. |
| No. 1 Arrives Eagle Point | 8:45 a. m. |
| No. 2 Leaves Eagle Point | 9:05 a. m. |
| No. 3 Arrives Eagle Point | 3:45 p. m. |
| No. 4 Leaves Eagle Point | 4:00 p. m. |

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