

MEDFORD MAIL TRIBUNE

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Official Paper of the City of Medford.
 GEORGE PUTNAM, Editor and Manager.
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WELLS FARGO EXPRESS RATES.

Interesting data regarding the Wells Fargo & Company is being presented by the state railroad commission in the hearing now on at Salem to reduce express rates in Oregon. The earnings given are substantially an abstract from the express company's report. The rates attached in the complaint are the merchandise and general special rates.

Express rates have been excessive and far more than reasonable, and the railroad commission is certainly doing good work in taking up the matter and determining whether or not a reduction is justified.

The Wells Fargo & Company was organized in Colorado in 1866 as the Holiday Overland Mail & Express Company with a capital stock of \$3,000,000. Later it was merged with the Holiday Overland Mail & Express Company with a capital stock of fifteen millions—taking over the Pioneer Stage Company, the Overland Mail, and changing the name to the present one. The capital stock was reduced to \$5,000,000, but the companies books do not show whether it was paid up in cash, realty, equipment or securities or issued as payment of good will. Since the capital stock has been increased by issues of shares, said to be issued as advanced payments on contracts. The capital stock is now \$8,000,000 with no bonded indebtedness. Eight of the thirteen directors are either officers or directors in the Harriman system.

A total of over sixty-five thousand miles is covered by the operations of the Wells Fargo Company, to which can be added ocean-going mileage exceeding nine thousand. The mileage in the United States operated is 55,132, the mileage in Oregon, 1002 miles.

The company's statements shows assets of \$32,675,442, of which approximately four million dollars are stocks and bonds, nearly two million dollars real property, two million dollars in equipment, nineteen and a half million permanent investments, and two and a half millions cash assets. The liabilities include capital stock of eight million, a reserve of approximately twenty million, and profit and loss of four and three-quarter millions.

The company's books show less than four million dollars of the company's capital was used in 1909 in operation of the express business. This four million earned over and above all expenses and taxes over three and a quarter millions, or 81 1-2 per cent net for the year ending June 30, 1909. In 1908 the capital used in operation was only two and a half million, which was increased a million dollars last year by adjustment of its inventory and accounts. Whether or not the increase was legitimate, cannot be gleaned from the company's reports.

The income account shows the receipts from the operation were approximately twenty-four and a half millions, less eleven and a half millions for express purposes, leaving operating revenues of exceeding thirteen millions. Against this are operating expenses and taxes approximately of nine and three-quarters millions, leaving as the net operating income over three and a quarter millions. To this is added nearly a million and a half dividends on stocks owned and income from other investments, leaving a net corporate income of \$4,664,379. A 10 per cent dividend was declared of \$800,000, leaving the balance for the year credited to profit and loss, \$3,864,379.

Of the total revenue from operation, 98 per cent was received as revenue for transportation, and 2 per cent from operations, half of which from C. O. D. checks and the balance from money orders and other sources.

The average net income from operations for the past three years was \$3,252,892.

The average value of the real estate and equipment used during the three years was in round numbers \$2,750,000, or less than 10 per cent of the company's capital, surplus and undivided profits. The average yearly net earnings from operations was therefore over 118 per cent on the capital used.

During the said three years more than 90 per cent of the company's capital, surplus and undivided profit was invested or was available for investments in outside investments, and netted the company on the average not to exceed 4 per cent per annum.

On such a showing it would seem that the people of Oregon are entitled to a great reduction from the present rates. There is no reason why the public should be mulcted to the tune of 118 per cent per year profits for the express company on the capital actually used.

TEN MILES OF PAVING.

Medford's city council will tomorrow night receive bids for laying nearly ten miles of hard surface pavement. This mileage will be further increased by other streets pe-

ditioned for, and when the contracts are completed Medford will be the best paved city of its size in the world.

It is probable that a considerable reduction will be secured over the cost of paving last year, as ten miles can be paved for a cheaper rate than one, but it is not probable that any good pavement will be secured at a very material reduction.

Whether or not all the paving companies are really controlled by a central organization and the apparent competition arranged as a spectacular play for the benefit of the public, will be shown by the bids received tomorrow night. Such a secret combination is popularly supposed to be in existence, and in this era of combinations and trusts, such combination is at least probable.

In the big cities we see the alleged competing companies dividing the territory between them, and in spite of apparent rivalries, the price of pavement does not seem to diminish.

People of Portland, through the efforts of Mayor Simon, supposed they had secured a reduction on the cost of pavement. On the surface it looked as though the price of paving was lowered, but a closer investigation shows that necessary extras are tacked on, which were formerly embraced in the flat bid, with the result that paving contracts are being let at the same price as last year.

BUILD THE CRATER LAKE HIGHWAY

(Portland Journal.)

The announcement is that the Crater Lake road is to be built. Medford and Jackson county will do it. It is to be done by public subscriptions of \$100 each.

It is to be hoped that the promise will be kept. Southern Oregon may as well be the interest point for thousands as Southern California. The hundreds of Portlanders and Oregonians in California for the past two months are evidence of what is within Medford and Jackson county's reach. The multitude there from distant states are further evidence. They went to see sights and to motor over good roads. Jackson county with Crater Lake made accessible is a far better attraction. It can draw the annual caravan of tourists there if it wants to. Its climate is so soft and balmy that it can entertain them five months in the year to Southern California's one. No spot ever stood at the threshold of so glittering an opportunity. If it builds the road, it will get the tourists.

When Crater Lake is once easily accessible, the whole country will journey to see it. The Oregon farmer's auto will go there with the rest. Sightseeing Portland will never cease journeying there until the last one has seen and reseen the premier wonder spot of the world. The procession will never stop, but will roll on forever. The fame of the region will spread with time, and the journeying multitude increase in numbers. The day will come when no traveler's itinerary will be complete until it includes the trip to Crater Lake.

Besides the rewards to be gained for Jackson county and its cities, the cost of the road will be a pittance. It is as a drop of water in a bucket, or a single stalk in a field of growing grain. It is a single seed sown that will grow and blossom and yield a perpetual fruitage. The Southern Oregon county and her thriving cities can easily finance the project, and when it is once built they will wonder why they did not do it long before.

SAWED WOOD THEN COLLECTED FOR IT

Young Man Collected Money for Partnership He Had Agreed Upon and Jailed for Not Accounting.

Woodbury Magel was arrested on Saturday charged with embezzlement in collecting money not his own and appropriating the same. Magel had agreed, it seems, with G. E. Morse to buy a half interest in a wood-sawing outfit and woodyard owned by Morse. Magel didn't have any money, but promised to get the money from his father in the east and pay for his interest. He thereupon entered into a full partnership and was entrusted with the business in Medford.

The first of the month he collected some \$68 and failed to account for the same, whereupon Morse swore out a warrant charging him with larceny, and he was arrested and placed in jail.

His father at Duluth has been communicated with by wire, and his arraignment is being postponed pending an answer.

SURPRISE PARTY AT MOUND DISTRICT

A most delightful surprise party was given Floyd Milligan at his country home, Mound district, on his 18th birthday anniversary. A very enjoyable time was had by all with games, instrumental and vocal music, until a late hour, when delicious refreshments were served. The fortunate ones at this long to be remembered happy birthday occasion were Floyd Milligan, Hazel Schale, Margery Watkins, Almada Orr, William Lewis, Willie Kelly, Robert Orr, Ralph Atkinson, Frank Aikin, Mrs. Mary Milligan, Mr. and Mrs. Watkins, Mr. and Mrs. Bonney of Medford.

Special Notice.

Modern Woodmen and Royal Neighbors: Meet at Loosley's skating rink Friday eve at 8 o'clock, March 11. Bring your wife and daughters and sweethearts. All visiting Neighbors invited. See Talent team drill on skates; also see Central Point boys put on seventh degree work on skates. Skating, feed and dance. 302*

HOME TELEPHONE STARTS WORK

Side Walls Are Now Going Up on Building of Home Telephone Co. on Sixth Street.

Manager E. C. Sharpe says that the new Home Telephone building will doubtless be completed within the next 20 days, providing the weather holds good. At present a force of bricklayers are raising the side walls as fast as they can throw brick. The construction of this building will be rushed, with a big "R," says Mr. Sharpe.

PRINCESS PATRICIA TO WED KING MANUEL OF PORTUGAL

PARIS, March 7.—Diplomats here today believe that King Edward's journey to Biarritz foreshadows arrangements for the marriage of Princess Patricia of Connaught and King Manuel of Portugal. The king left for Biarritz last night, and it is thought that he will meet the Marquis Amelie de Soveral, the Portuguese minister to England, and arrange the match.

RAILROAD BILL AMENDED; CONTROL CLAUSE KILLED

WASHINGTON, D. C., March 7.—By a vote of 15 to 1 the house committee on interstate commerce today eliminated from the administration railroad bill the provisions relative to the control of competing lines.

One of the provisions stricken out would have allowed a railroad owning over 50 per cent of the stock of a competing line, to purchase all of the remaining stock of that line. It would also have legalized all past purchases of stock by railroads. These were among the provisions recommended by President Taft, the bill having been drawn along lines laid down by him in his public declarations on the subject.

Born.

KILGORE—At Missouri Flat on Saturday, February 26, 1910, to Mr. and Mrs. C. V. Kilgore, a 2-pound 6-ounce baby boy.

FIFTH AND LAST WEEK FER-DON TO REMAIN

ONLY FIVE DAYS MORE.

Grand Offer Will Expire Saturday, March 12th.

During the past week numbers of persons have been crowding Fer-Don's offices at the Moore Hotel, anxious to know if Fer-Don's doctors could help them. Anxious for some loved one at home too sick to come, or anxious for the crippled child whose life, blighted by disease, is a constant care to the parents. Many are taking advantage of the grand offer extended by the great Fer-Don to treat all who call before March 12th for merely cost of medicine. Fer-Don is in receipt of dozens of letters daily telling of people coming here to be treated. The great power of bloodless surgery over diseases that baffled the ordinary doctors is giving Fer-Don's staff, who are the exclusive practitioners of this method in this country, world-wide fame.

Mrs. W. N. Collins of Coalings, Cal., was saved from the surgeon's knife by a visit to Fer-Don's experts. This lady had been a constant sufferer from gall stones. She heard of the great Fer-Don's experts and came to consult them. As a result she was treated by the skillful hands of Fer-Don's bloodless surgeons and in sixteen hours' time was relieved of over one hundred gall stones. The lady is indeed thankful as other physicians told her she could not be cured unless operated upon.

WONDERFUL CURE OF A PARALYTIC.

Mrs. Melchias of 208 1-2 Second street, Oakland, was so crippled with paralysis on her left side, her arm and leg being so affected they were of no use to her. She was practically dragged along, but now what a change! After one or two treatments by Fer-Don's experienced staff, she is walking as well as anyone, the paralysis is gone and Mrs. Melchias is happily on the road to permanent recovery.

RELIEVED OF GOITRE.

Mrs. M. J. Crawford of 516 E. Ninth street, Hanford, was relieved of goitre by Fer-Don's bloodless surgeons, without causing a bit of pain, without the sight of a drop of blood.

FEW DAYS MORE.

In a few days more the liberal offer of Fer-Don will be withdrawn. The time is now to take advantage of these liberal terms. Health is valuable and if you are ailing or know one who is, send them to Fer-Don before March 12th.

CONSULTATION FEE NECESSARY.

As the crowds are so large at the office, a fee of \$1 is required from everyone for a consultation and examination with the European experts. This is simply to keep out the idly curious who want their fortunes told or some other "hocus-pocus" that would thereby keep honest, sincere people, anxious about their health, from consulting with these learned men in medicine and bloodless surgery.

POLICE NUMBER 10,000.

(Continued from page 1.)

Would Keep Troops Out.

The authorities are making every effort to keep the government troops out of Philadelphia. The regular and special force which numbered 7500 men last week has been increased to 10,000.

Director of public safety, Henry Clay, announced that he thought this number sufficient to prevent rioting.

He denied that he would ask for troops and said the men at his disposal, augmented by the city employees, particularly of the fire department would be able to handle the situation.

Only 25,000 Out.

Clay denied the claims of the strike leaders that 150,000 men are on strike, declaring 25,000 men had quit work and many of these are ready to return.

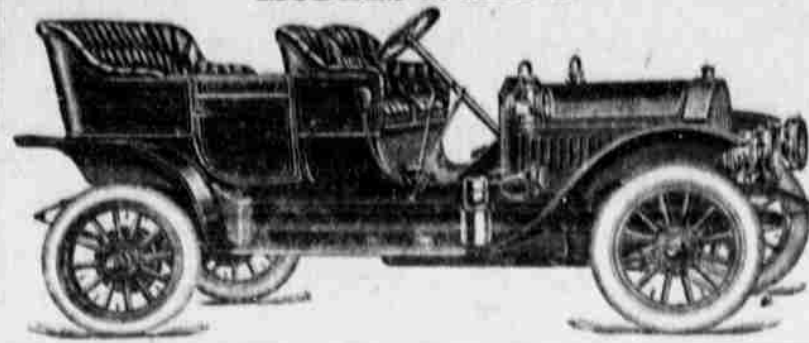
It is reported however that the coast artillery companies at Fort Dupont have been ordered to prepare for duty in Philadelphia to protect government property.

After dynamiting of a car and the riot which followed today the total number of men under arrest in connection with the strike is 52. Many of these are prisoners in hospitals suffering from serious wounds.

Conservative leaders of the strikers claim that 60,000 men are out and that this number will be greatly increased before today ends.

Radical leaders claim that 150,000 are out and that the number will reach 200,000 before the nightfall.

MODELS 16 AND 17



149 Firsts

The BUICK closed the season with the greatest record in the history of automobile contests by winning 149 firsts—94 per cent of entries—thereby defeating the highest-priced foreign and American cars in road races, hill climbs and endurance contests, and

ALL THIS WITH A STOCK CAR JUST LIKE YOU'LL GET

A Few of the Big Wins

COBE CUP RACE—400 miles at an average speed of 50 miles an hour.

YORICK CLUB TROPHY—First and second, 150 miles at an average speed of 51 miles an hour.

VESPER CLUB TROPHY—212 miles at an average speed of 55.5 miles per hour.

RIVERHEAD, L. I., CLASS 4—113 miles at an average speed of 70 miles an hour.

ATLANTA—200 miles at an average speed of 72.2 miles per hour.

In winning the Los Angeles-Phoenix Desert Race the BUICK achieved one of the greatest victories of the year. This race, run over hills and through fields of sand such as a car seldom encounters, was entered upon with great enthusiasm by the manufacturers of high-priced cars, because they knew that the "popular-priced" car could not stand the grind. But it was the same old story—the BUICK won, defeating its nearest competitor nearly four hours and lowering the record 12 hours, thereby achieving one of the greatest victories for the "popular-priced" car in the history of the automobile.

Why Then is the Buick Popular

Figure it out for yourself. It won't take you long. You will find more Buick Cars throughout the west than all other makes combined. It has proven the

Best Car for the Rogue River Valley. Ask Any Owner.

There will be a greater shortage of automobiles of all kinds this year than ever before. Last year's shortage will be nothing in comparison. Perhaps you have not noticed it yet, but you will when you buy a car. So order NOW and have it in time for the "Good Roads."

Medford Buick Co.

(Buicks Exclusively.)

HODSON'S GARAGE TOU VELLE, MANAGER
 Demonstrations by Appointment.