

MEDFORD MAIL TRIBUNE

Complete Series: Thirty-ninth Year; Daily, Fifth Year.

PUBLISHED DAILY EXCEPT SATURDAY BY THE MEDFORD PRINTING CO.

A consolidation of the Medford Mail, established 1889; the Southern Oregonian, established 1892; the Democratic Times, established 1872; the Ashland Tribune, established 1896; and the Medford Tribune, established 1896.

GEORGE PUTNAM, Editor and Manager

Entered as second-class matter November 1, 1908, at the postoffice at Medford, Oregon, under the act of March 3, 1879.

Official Paper of the City of Medford.

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 One month by mail50
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 Sunday only by mail, per year 2.00
 Weekly, one year 1.50

Full Leased Wire United Press Dispatches.

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Postage Rates:
 8 to 12-page paper 1c
 12 to 24-page paper 2c
 24 to 32-page paper 3c

SWORN CIRCULATION:

Average Daily for—	1,700
November, 1909	1,842
December, 1909	1,825
January, 1910	1,925
February, 1910	2,123
March Circulation:	
1. 2,200	2,250
2. 2,200	2,250
3. 2,225	2,300
4. 2,225	2,350
5. 2,225	2,400
6. 2,225	2,450
7. 2,250	2,500
8. 2,250	2,550
9. 2,250	2,600
10. 2,250	2,650
11. 2,250	2,700
12. 2,250	2,750
13. 2,250	2,800
14. 2,250	2,850
15. 2,250	2,900
16. 2,250	2,950
Total	60,850
Less deductions	1,350
Net total	59,500
Average net daily	2,202

MEDFORD, OREGON.

Metropolis of Southern Oregon and northern California and fastest-growing city in Oregon.
 Population, April, 1910, 5,600.
 Banner fruit city of Oregon—Rogue river apples won sweepstakes prize and title of "Apple Kings of the World" at National Apple Show, Spokane, 1909.
 Rogue River pears brought highest prices in all markets of the world during the past five years.
 Write Commercial Club for pamphlets.

Socialists carried Milwaukee, N.Y. for Utopia.

News item: Taft spent yesterday in Washington.

Every orchardist in the valley should take stock in the new exchange.

Earthquake in Portland—Earthquake in Frisco—none in the Rogue river valley.

April 24 is "Tuberculosis Sunday." This doesn't mean that every one is to catch it.

Congress has voted Roosevelt the franking privilege. Lord knows, he was frank enough before!

As Omar Khayyam remarked about Teddy, "He knows about it all—He knows—HE knows."

"Practical men" were quite common both in the New York legislature and the Pittsburg council.

Close the Rogue to commercial fishing—it's the only way to prevent complete extermination of fish.

Next month the Southern Pacific will use the phone to dispatch trains on the Shasta division instead of telegraph.

County Assessor Strain of Umatilla announces his candidacy for the governorship. It will be a strain if he gets it.

Southern Pacific officials are on a trip to Crescent City from Grants Pass. Does it mean a railroad to the coast?

The lion-hunter might grace the vacant throne of Abyssinia, whose official title is "Conquering Lion of the Tribe of Judah."

Only a few names needed to complete \$25,000 subscription to the Crater Lake highway. Get on the roll of honor before too late.

Congress has passed a bill providing for the immediate survey of unsurveyed portions of railroad grants, so they may be patented and become subject to taxation.

The state of Washington proposes to maintain roads by a tax on automobiles. If Oregon should adopt this plan, what a harvest would be reaped in Medford!

No true sportsman will catch steelheads at this season of the year—they are either spawning or have just spawned, are thin, weak, unfit to eat and unable to fight. They will not take a fly for some months.

IGNORANT OF CONDITIONS.

THE Portland Labor Press, alone among the newspapers of Oregon, opposes the plan to build by public subscription the Crater Lake highway, arguing that the timber owners would be the ones most benefited, and that a heavy tax on timber land would yield the needed revenue.

Dense ignorance of conditions is shown by the Labor Press when it makes such an argument. The road would benefit some timber owners, it is true, but not many. It would benefit far more the farmers and homesteaders, but most of all it would benefit the people of the entire state by making accessible a great national park and diverting to Oregon the money spending tourists who have done so much for California. It would aid materially in developing the state, and would result in the expenditure of many millions of federal money in improving the park.

The highway will traverse a sparsely settled country, a country that from its character always will be sparsely settled. Much of it is still government land, and non-taxable. Much of it is railroad grant land, tied up in litigation, and much of this railroad land is unsurveyed and non-taxable.

But little of that section of the highway that will be built by public subscription is in the timber belt. The Cascade forest reserve embraces most of the timber traversed, and this section will be built by the government.

To await until methods of timber taxation could be changed would involve years of delay. Even then, it would be an impractical method of securing the funds. The supreme court has decided that the state cannot build the highway. The only way it can be built; then, is by public subscription and Jackson county, and that is the way it will be built.

The Labor Press should investigate the subject more thoroughly before attempting to knock a public-spirited enterprise because of its enmity to timber men.

BENEFITS OF GOOD ROADS.

The benefits of such fine roads are numerous. There is an immediate and direct saving in the cost of hauling, for farmers, fruit growers and all other producers obliged to haul their crops to market, or to the nearest railroad, by wagon. Over a first-class road the cost of transportation is less than half what it is over a poor road, especially in the wet season, when mud abounds.

Road improvement, asserts the Sacramento Bee, has encouraged settlement in the country and promoted subdivision of lands, for it makes travel to and from the city pleasant and rapid, whether by team or automobile. It also invites much transient pleasure driving, and induces strangers in the city to visit the country. This in time will lead to much buying and settlement in the country by eastern and other visitors, who without good roads would not be disposed to go beyond the city limits.

The Southern Pacific has already experienced effects of the good road building by the competition of automobile stages that has sprung up. This tends to the improvement of the railroad service, in order to meet such competition.

In the long run, however, no interest profits more by good country highways than the railroads, for fine roads promote settlement and rural life, with consequent increase of production, freight and travel by rail. Often the difference between good roads and bad is sufficient to determine the question whether a given crop shall be hauled to the railroad, utilized in some way on the farm, or allowed to go to waste.

The rule cannot be too strongly stated that the life of a good road is dependent upon constant repair. It is folly to build a fine highway at great cost and allow it to go without attention save at yearly intervals, and then receiving only imperfect or slovenly treatment.

No railroad could exist on that basis, and the difference is one of degree rather than of kind.

In the European countries, where road building and maintenance have long been systematic and thorough, men are constantly at work upon the roads. No ruts or chuckholes are allowed to form, nor are loose stones permitted on road surfaces. Constant supervision, with endless repairs and watchfulness, keeps the highways in perfect condition. Such treatment is far more economic than the Oregon style of having road work done at intervals of twelve months, and then in a wretched fashion.

It has been well said that the worth of a road is to be measured by its poorest part, for the limit of weight for a wagon load is determined by the capability of the team to pull it over the worst stretch of the highway. So it often happens that but for one or more mud-holes or marshy spots, or rough, stony places, or a grade unduly steep, in a highway otherwise good, the load of teams could be increased from 50 to 100 per cent.

CLEAN UP THE CITY.

Fly time is here. Clean up. Flies spread infectious and contagious disease more than all other sources. Flies breed in filth. Clean up. If you want to keep the city healthy, clean up. If you want to make the city beautiful, clean up. If you want to make the city attractive, clean up. If you want to make your yard in back as respectable as your soon to be paved streets in front, clean up. If you want to keep your family healthy and want to keep healthy yourself, clean up. Remove the piles of manure, refuse and garbage. They poison the air and breed the disease-carrying fly that spreads the death-dealing germs. Get rid of your tin cans and litter. But, above all, don't let your garbage accumulate. Clean up. Cleanliness is next to Godliness. You feel more respectable and you are more respectable, living in a clean city. Therefore, clean up.

CENTRAL POINT ITEMS.

D. T. Lawton of Medford was in town Tuesday morning.

Mrs. P. Olsson has been visiting at Medford during the week.

George Wright came down from Prospect the fore part of this week. Mayor Leevers, fan, attended the ball game at Jacksonville Sunday.

Dr. E. Kirch Gossner was down from his Rogue river ranch Tuesday morning.

Mr. Vaughn, a prominent resident of the Table Rock section, was in town Tuesday.

G. S. Moore and A. W. Moon, prominent business men of this city, were at Medford Monday.

Colonel F. L. Tou Velle was in town Tuesday. Mr. Tou Velle is the Southern Oregon agent of the Buick automobile.

P. Orlipp, who owns a fine orchard on the hillside west of town, was a business visitor in town Tuesday.

Mrs. Pleasants was called to Ashland Monday on account of the illness of her daughter, Mrs. Emil Brophy.

Mrs. White of Twin Falls, Idaho, who has been visiting her father, G. W. Jeffers, for some weeks, returned home Tuesday.

Wayne Leevers, Glenn Owen, Fred Honold and Glenn Pleasants were among those who attended the production of the "Red Mill" at Medford Wednesday evening.

Nort Eddings of Gold Hill, a pioneer stage driver of Southern Oregon, was in town Thursday. He was accompanied by Ike Wright of Woodville.

A. Balis and family left Monday for Halsey, Or., where they will give the Willamette valley a trial. Mr. Balis has been a resident of this section for some time and we predict but a short sojourn in the Willamette.

It was gratifying to see the number from Central Point who attended the ball game at Jacksonville Sunday. Such encouragement induces the players and promoters to make every effort to give us good, clean sport and we hope to see the same lively interest manifested throughout the entire season.

P. Olsson, accompanied by his daughter, Miss Mary, and Miss Pearl Ross, spent Wednesday with Medford friends.

L. Hatfield's clearance sale closed Saturday evening after a week's duration. He reports an excellent sale.

Captain and Mrs. W. Rawlings of Sheridan, Wyo., who have been spending the past several months with their daughter, Mrs. G. E. Fox, returned to their Wyoming home on Monday. The captain and his wife were residents of the Rogue River valley for a number of years, and it is pretty hard for them to get out of the habit of enjoying our mild winter climate.

J. H. Byerly of North Dakota, who is the new owner of the E. E. Miner ranch on Kanes creek, returned from the east the forepart of the week and is now domiciled in his new home.

Haskins for Health.

The Flag at Half Mast.
 The custom of showing the flag at half mast originated from the way at sea of showing the pre-eminence one ship had over the other in time of warfare. The vanquished always had to lower its flag, while the victor's would be raised as high as possible in exultation. To lower a flag is an act of submission or betokens respect to a superior or is a signal of distress. The hoisting of a flag half mast high came to be used, therefore, as a sign of mourning and respect.

Not Enough to Go Around.
 "What are you laughing at, dear?" asked a fond mother of a little four-year-old miss who seemed to be greatly amused.

"Oh, at something funny that happened," was the reply, "but it's no use to tell you, because it isn't funny enough for both of us to laugh at."—Chicago News.

A Musical Opinion.
 "What selection is that the orchestra has just finished?"
 "I don't know. Sounded to me like neuralgia expressed in music."—London Tit-Bits.

Hypnotism and Marriage.
 A Georgian complains that his wife "has hypnotized him." That is a habit women have; otherwise there would be no marriage.—Charleston News and Courier.

A. L. VROMAN
PLUMBING & HEATING
CONTRACTOR
 No job too small, none too large. Twenty-five years' practical experience.
OFFICE
113 SOUTH FRONT STREET.

Haskins for Health.

Oh, See Who's Here THROUGH THE WALL

By CLEVELAND MOFFETT



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YOU MUST READ IT.

The Medford Mail Tribune has chosen "Through the Wall," a tale in which the mystery challenges the reader's guessing powers, as the next serial.

It is the story of a woman's devotion and mingled with the narrative of tracing a crime in the great and wonderful city of Paris is a beautiful story of love, trustfulness and undying devotion.

Starts in The Mail Tribune Friday

New Wash Suits

LATE SHIPMENTS MAKESPLENDID ASSORTMENTS.

Just received, extra large shipments of Wash Suits, Skirts, Dresses, Kahki Skirts, Auto Coats and Dusters, Lingerie Dresses, etc., etc. The styles are much prettier than any past season and every suit is much better tailored.

A lot of plain duck Wash Suits in pink linen, white and blue, fitted back, all sizes, splendid value—special at only..... **\$4.85**

Beautiful line of Linen and Crash Suits, plain and embroidery trimmed, exceptional values, all sizes—Special prices... **\$7.50 to \$15.00**

Don't fail to see our Wash Suits, Etc.

Khaki Skirts

New line of Khaki Skirts; plain and divided; all sizes; splendid values at \$5.00, \$3.50 and..... **\$2.50**

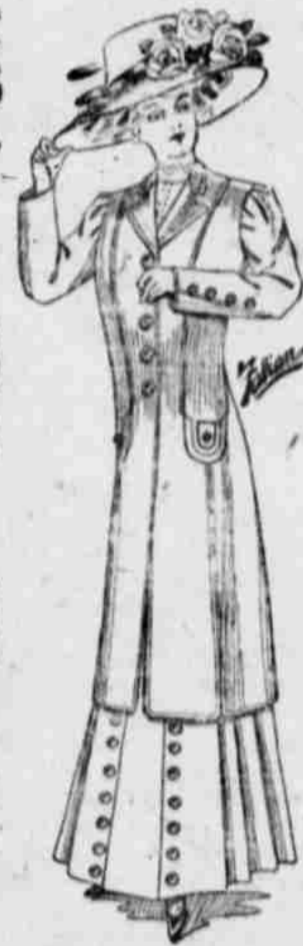
See our line of white and linen colored Wash Skirts; \$6.00 and along to..... **\$2.50**

Auto Coats and Dusters

Fine pongee silk Auto Coats at..... **\$15.00**
 A line of nicely made Duck Auto Coats..... **\$6.00**
 Linen Dusters and Auto Coats..... **\$12.50 and down to \$1.50**

Lingerie and One-Piece Dresses

A beautiful line of one piece House Dresses in colors; neat and trim and very becoming; just what you are looking for..... **\$2.50 to \$6.50**
 Fine one-piece Lingerie Dresses; a lot of new styles; **\$15.00 and to \$5.00.**



VAN DYKE'S

Wrestling Contest

MEDFORD OPERA HOUSE

Saturday, April 9, at 9 p. m. Sharp

DAVID RUEF vs. E. C. TUCKER

COLORADO WRESTLER In Two Best out of Three **THE LONDON WRESTLER**
 WEIGHING 145 POUNDS WEIGHING 142 POUNDS

Five-Round Boxing Contest as a Preliminary
Seats 50c, 75c, \$1.00 and \$1.50