

MEDFORD MAIL TRIBUNE

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

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GEORGE PUTNAM, Editor and Manager

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Official Paper of the City of Medford.

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SWORN CIRCULATION!

Table with columns for Average Daily for, Circulation, and Net total. Rows include November 1909, December 1909, January 1910, February 1910, and March Circulation.

MEDFORD, OREGON.

Metropolis of Southern Oregon and western California and fastest-growing city in Oregon. Population, April, 1910, 8500. 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.

Two dirigible balloons wrecked in one day.

Pure water and plenty of it is what Medford wants.

Contractors have begun work paving ten miles of Medford streets.

Socialists are disappointed—no red flag over the Milwaukee city hall.

Frost and snow in the east. Summer sunshine in the Rogue River valley.

Settle the water fight and dispel the last cloud on Medford's municipal horizon.

Don't forget the school board election tomorrow afternoon. The city needs more schools.

"Eat raisin bread" is the slogan adopted this year by the California raisin day committee.

The Commercial club will give a vaudeville performance Wednesday evening. Everyone should come.

French papers left Roosevelt out today. What would happen to him if American papers did likewise?

The hot weather is taking the snow off the mountains rapidly and so removing all danger from late frost.

Umatilla Indians are on the war-path against census enumerators. They don't want their number known.

Portland people are going to climb Mt. McKinley. Now let Seattle organize an expedition to prove their results.

Taft's double, a Pittsburg cop, will attend a ball game with the president. How would it work for them to change places for a while?

Halley's comet now has a tail fifteen million miles long and its head is growing larger. A tail like that is enough to swell anyone's head.

Don't forget to have your auto ready at 1 o'clock on Main street tomorrow. Make it the greatest collection of autos ever seen in Medford.

The Portland Specator suggests an Oregon Apple day as a means of advertising the state and increasing the consumption of fruit. Good idea.

French suffragettes made a slim showing in their first election. But few turned out. Evidently French ladies don't care much for the ballot.

Fifteen eastern states report destruction of fruit by frost last week. This insures record prices for the bumper crop now hanging on the trees in the Rogue River valley.

SCHOOL BOARD ELECTION TOMORROW.

RESIDENTS of Medford should not forget that there is an election tomorrow between 1 and 4 p. m. at the high school for the purpose of bonding the district for \$50,000 to build an East Side school and an annex at the Washington school to provide additional facilities and install a heating plant.

Medford has outgrown its school facilities. There are more pupils now than can be accommodated and the necessity of providing more buildings is urgent. The rapid increase in population will make it a race to provide additional facilities fast enough.

The present condition of the Washington school, with outhouses and frame annex is an eyesore and disgrace. The time is near at hand when the school board must face the necessity of providing ward schools. As the city grows, the distance will become too great for scholars.

The bonds should be voted, as the city cannot afford to lag behind in providing educational facilities.

SOUTHERN OREGON'S INDIAN WARS.

The story of the Indian wars of a country are always interesting to the inhabitants of that country, even years after the Indian has passed away and become a half forgotten memory. For that reason, the Mail Tribune begins today the serial publication as a daily editorial page feature of the history of the Indian outbreaks and battles of southern Oregon.

The accounts republished are taken from "The History of Southern Oregon," a valuable historical work published in 1884 by A. C. Walling, and now out of print. There are only a few copies of this work preserved. It was sold by subscription only to a limited number. It is illustrated with wood cuts of pioneers and scenes of early days.

The Rogue River Indians were the bravest, most intelligent and best fighters of all Indians on the coast. They were exterminated, but never conquered. Inhabiting the fairest valley of the state, they fought the good fight and chose the happy hunting grounds of the Indian hereafter to surrendering the land of their fathers. The aborigines showed the influence of climate in determining racial characteristics, and it is not unlikely that in the course of time, the whites will be similarly affected. Thus we may expect to see the inhabitants of the Rogue River valley as superior in intellect and physique as the Rogue River Indians were in comparison with the other tribes of the coast.

ADVERTISING A STORE.

Whatever a merchant does to make his store of more importance to you than is the store of his competitor must be explained, hinted or suggested to you—and he can only do that by enchainng your attention to his ads.

He is aware that you "know things" about stores—about goods—values, prices. He, therefore, knows that to advertise something that is actually high-priced—or, not actually priced on a profit-dividing plan—is to merely give proof of the non-usefulness of his store to you.

Now, the merchant knows that his store is useful to you. And he knows that he must make it more and more so. So his problem resolves itself into this:

That as only good values offered make good advertising, he must make everything in his store advertisable. Thus, to make store-keeping pay he must be a big advertiser; and to make advertising pay he must make it pay the person who reads it.

The inexorable logic of modern business, therefore, compels the merchant to make it pay you to read his ads.

CHAMPLIN DREDGE TO RESUME WORK. Has Been at Rest for Past Six Months But Will Soon Begin Gouging Up Goldbearing Gravel Again.

GOLD HILL, Or., April 25.—Within a week the Champlin company's big dredge on Footh creek will be gouging up the gold-bearing gravel again. It has had an enforced rest of nearly six months, occasioned by the burning out of the big transformer that took the electricity from the Rogue River Electric company's power line and reduced it to the proper voltage to be handled by the motors that operate the machinery of the dredge. A new transformer is being put in under the supervision of Engineer Foss, an expert sent out from the Portland office of the General Electric company.

Circuit Court. W. T. Grieve vs. Lizzie A. Littlefield, suit in equity; Gus Newbury for plaintiff.

Probate Court. Estate of Lloyd Elwood—Order confirming sale of real property.

Haskins for Health.

DRIVES CAR FROM PORTLAND FAST TIME. R. M. Cuthbert reaches Medford in 22 Hours Driving New "Parry"—Says Roads Are Very Bad as Yet.

R. M. Cuthbert has arrived in Medford, driving the first car to reach this city from Portland this season. In spite of the condition of the road, he was only 22 hours on the way.

Mr. Cuthbert drives a "Parry," a machine new to the valley, but which is already attracting considerable favorable comment.

"The roads are very bad," states Mr. Cuthbert, "and it made slow work necessary. The canyons are still full of mud."

David Horn Dead. David Horn, founder of the town of Honbrook, Cal., a prominent pioneer, died suddenly at Ashland Saturday evening from heart failure.

Up to a few hours before his death he was apparently well. He was a prominent Knight Templar and that order will have charge of the funeral services.

INDIAN WARS OF SOUTHERN OREGON

(From J. C. Walling's History of Southern Oregon.)

Common Origin of Indian Wars—Materials for Writing History of Native Tribes—Relative Importance of the Subject.

Among those episodes which lend interest to the history of Southern Oregon, the series of hostile acts which we collectively style the Rogue River wars, undoubtedly possess the greatest interest. The period of the occurrence of these events is so comparatively recent that their recollection is yet fresh in the minds of many who participated therein, and there are persons not yet beyond the middle years of life to whom they were once a present reality.

To write a history of those wars is the task which the writer now assigns himself, confident that the collection and preservation of the existing memorials and recollections of the stirring scenes of Indian hostility will prove a work of public and acknowledged value. For such a work ample materials exist; official documents, reports of military attaches, newspaper accounts, memorials of governing bodies, the acts of legislative assemblies, but chiefly the personal recollections of eyewitnesses, make up a vast mass of evidence extraordinarily perfect in scope and thoroughness. From such resources the compilation of a history sufficiently detailed to interest those previously acquainted with its subject, and sufficiently ample in scope to form a useful addition to the records of the Pacific coast, would seem an easy task requiring but the common attributes of the historical writer—industry and conscientiousness. Under such circumstances it has seemed possible to trace with considerable minuteness the occurrences of the wars; and it will probably be more in consonance with the desires of the readers of this book if the writer describe in detail this interesting contest, instead of confining himself in the manner of a philosophical dissertation, to those salient instances in which the tendency of the age is most strikingly manifested.

It will doubtless occur to the attentive reader who rises from a perusal of this account, that there was nothing extraordinary in this war; that there were no distinguishing circumstances connected with it that raises its history above the account of an ordinary Indian war; that it was a struggle similar in all respects, save name, time and place, to each of those innumerable contests by which the American settler has won his way to the possession of his home, and driven forward the bounds of civilization from state to state, from the Atlantic to the Pacific.

In no essential does it seem to differ from the desperate and bloody

contests waged against the Indian of Massachusetts, of New York, of Ohio, of Florida, of Kentucky and of a dozen other states, where the blood of the early settlers was poured out in vindication of the grand principle of Caucasian progressiveness. For the white and the red races are equally uncomformable to each other's habits of life, and meet only to repeat the old story of white conquest and native objection. Still there is much in each individual account of stern and bloody Indian warfare to enchain the reader's attention, unwearied by the hackneyed repetition of sanguinary fight or hairbreadth escape.

So we find it in the Rogue river wars; a generation has passed, but the oft-told story of a woman's heroic defense of her hearth, or the terrible massacre of innocents, has rather gained than lost in interest, and every brave Tecumseh, King Philip, Red Jacket, Blackhawk or Osceola is matched in the exploits of Old John, Joe, Sam and Limpy, humbler savages though they were, and living in a prosaic age which has not told in song their deeds.

To discover romance or any elevated qualities in an Indian, distance is required. Thus separated from living aborigines by the breadth of a state, Fenimore Cooper was enabled to give those imitable portrayals of the American Indian, which, through half a century have been unrecognized. Other writers have found their keynote in a depreciation of the savage; but the people of Southern Oregon, long ago sated of the Indian, will join the writer in denying to him any useful or civilizable qualities, but will make partial amends by conceding to him—at least to the tribe of Rogue river—bravery and steadfastness on the battlefield and patience and perseverance in the worst straits to which he was reduced by war.

To make a less acknowledgment were to do discredit to the troops by whom the red men were conquered, and to those others who sustained and repelled their assaults during the years of hostility. To render this much of justice to an enemy who can no longer ask it, is fitting, nor does it detract from the credit of the stronger race. It seems a creditable and worthy thing that a man should have so strong a sense of right that, disregarding the feelings of friendship and his own personal prejudices, he could write or read the truth under all circumstances. In an attempt to tell the exact truth this account was composed; in the same spirit it may be read.

(To Be Continued.)

GRANTS PASS LETS PAVING CONTRACT

Warren Construction Company Low Bidder and Will Pave Main Street—Medford Men Bid on the Cement Work.

The Warren Construction company has been awarded a contract for the paving of Main street in Grants Pass. The company put in a bid on the entire work. Other bids received were from R. Boswell of Medford, on the cement work; S. L. Leonard of Medford, on the cement and storm sewer construction; and Joseph Wolke, H. G. Clarke & Son and John Wolfolk, local bidders, on various classes of work in curb and sewer construction.

R. Boswell's bid on cement work was a little lower than that of the Warren Construction company, but, aside from that, the eastern concern was the lowest bidder. It was found, also, that the Medford and Grants Pass contractors' bids were not in accordance with the requirements of the city ordinance and could not be legally accepted.

After tabulating the bids to ascertain the most favorable offer, the contract was awarded to the Warren Construction company. The cost of paving the three streets will be in round numbers \$30,000.

An estimated by the city engineer, the cost of paving Sixth street would be \$60,171.42, and the contract price will be \$66,183.52. The estimated cost for paving G street was \$11,880.46, and the bid \$11,668.22. The estimated cost of F street is \$3108.02 and the bid \$3188.23. The cost of engineering and advertising will probably add about 4 per cent to the contract price.

AVIATOR FLYS O'ER GAY PAREE

Daring Flight Is Made by Emil Dubonnet—Circled Around the Eiffel Tower and Lights in Safety—The Most Daring Trip Yet.

PARIS, April 25.—Emile Dubonnet made a daring flight Saturday when he sailed over Paris in an aeroplane. He started from Draveil and after a 12-mile flight crossed the Seine, flew over the French cap-

100 Acres Apples And Alfalfa

40 ACRES BEARING APPLES AND PEARS. HOUSE AND ORNAMENTAL TREES. 60 ACRES IN ALFALFA AND GRAIN. ALL LEVEL, RICH SOIL. WATER FOR IRRIGATION. THIS TRACT IS CLOSE TO THE CITY OF ASHLAND AND COULD BE SUB-DIVIDED INTO ACREAGE OR CITY LOTS. BEAUTIFUL VIEW. 15 MINUTES WALK FROM POSTOFFICE. THIS IS A GOOD PROPOSITION AND WILL STAND INVESTIGATION.

GRANT & STAPLES

HOTEL OREGON BUILDING, ASHLAND, OREGON.

One of us will be at the Nash Hotel this evening.

THE SAVOY THEATRE

COOL--COZY

TONIGHT

ACROSS THE (Exciting Western Drama)

A MOUNTAIN BLIZZARD (A Roaring Farce.)

Fruit Industry, Grand Junction, Col. (Interesting, Educational.)

MUSIC—Always a Feature. ONE DIME.

ATTENTION

DO YOU WANT A 40-ACRE ORCHARD IN FULL BEARING AT HALF IT'S REAL VALUE

The crop on the trees will almost half pay the price we can sell this for. This belongs to a non-resident and must be sold to close up his business affairs. WE ONLY HAVE FIVE DAYS TO CLOSE THIS UP AND WILL GUARANTEE TO SHOW YOU THE BEST BUY IN THE ROGUE RIVER VALLEY. BUT IT MUST BE QUICK ACTION.

Grant & Staples ASHLAND, OREGON.

One of us will be at the Nash Hotel this evening, April 25, and Tuesday, April 26.

HERE IS A SPLENDID OPPORTUNITY FOR INVESTMENT

WILL SELL IN LUMP OR ACRE TRACTS

We wish to sell eight acres of as rich level land as can be found in the valley; almost in the heart of a growing city, where the surrounding resources, such as lumber, mining, lime industry, etc., are getting to be very active; where a branch railroad is now in course of construction, and other developments under way which are sure to make a very large, live city.

LAND ADJOINING HELD MUCH HIGHER

A 500-acre tract adjoining this eight acres could not be bought today at \$500 an acre. This is just as good, if not better land; running water in several places; county road runs along the front of this tract; close to the finest fishing and hunting in the state; desirable in many ways.

PRICES LOW AND PROSPECTS VERY FINE

\$400 an acre will buy this tract, and we will subdivide to suit—either in acre tracts or as you wish. This tract could be platted and would make five large lots to the acre; each lot today would bring \$200 a lot. For full particulars and quick sale see

GOLD HILL RAILROAD AND LUMBER COMPANY LAND DEPARTMENT

itol and then circled both the Arc de Triumphe and the Eiffel tower. He circled around the great tower near its top. Then he sailed on and landed safely at Long Champs. The flight is regarded as one of the most daring ever made.