

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 1894; and the Medford Tribune, established 1906.

GEORGE PUTNAM, Editor and Manager Entered as second-class matter November 1, 1909, at the postoffice at Medford, Oregon, under the act of March 3, 1879.

Official Paper of the City of Medford.

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Postage Rates: 5 to 12-page paper, \$0.10; 13 to 24-page paper, \$0.20; 25 to 32-page paper, \$0.25.

SWORN CIRCULATION: Average Daily for— November, 1909, 1,700; December, 1909, 1,848; January, 1910, 1,925; February, 1910, 2,122; March, 1910, 2,503.

Table with 3 columns: Circulation, Deductions, Total. Rows include Average Daily for various months and Total circulation figures.

On this 30th day of April, 1910, personally appeared before me, G. Putnam, manager of the Medford Mail Tribune, who, upon oath, acknowledges that the above figures are true and correct.

MEDFORD, OREGON. Metropolis of Southern Oregon and Northern California and fastest-growing city in Oregon. Population, May 1910, 9,000. Bank deposits, \$2,500,000. Banner fruit city of Oregon—Rogue River apples won sweepstakes prize and title of "Apple King of the World" at National Apple Show, Spokane, 1909.

Portland has a teamsters' strike—another evidence of prosperity. That Illinois "jackpot" that elected Lorimer was opened by the wrong man.

Aviators don't like long-flight suggestions. Short flights and easy money sound better. Beans must be a deadly weapon in Prussia when anarchists take to hurling them at crown princes.

Army engineers are planning for reclamation work. Why not? They ought to have some useful occupation. As Teddy nears home, the comet loses its brightness, and by the time he arrives will be invisible. This is as it should be.

What is the matter with local contractors? A brick a day is about the rate of progress now being made on some structures. Lumber interests have adopted conservation plans in cutting timber, along lines suggested by Pinchot. How the Oregonian will abuse them!

The Eugene Guard announces an "important improvement" in its makeup—the elimination of ads from the front page. The Mail Tribune made the improvement a year and a half ago.

The Oregonian says that impartial critics agree that the case against Ballinger has failed. The only trouble is, there are no impartial critics in the case.

Now comes the news that the Hill interests are backing the railroad being built through the Salmon river canyon in Idaho. Wait until Louis Hill gets there. He'll stop it.

A company promoted by Attorney-General Crawford contemplates erecting an 80-foot dam at Hell Gate and a 30-foot dam at Savage Rapids. Just as if the Ament dam didn't give the fish trouble enough already.

An Ashland merchant told the Crater Lake road commission that he didn't want the city to grow, as it would bring in another store as a competitor. Another merchant said that if business increased he would have to add more clerks, and that their salaries would eat up his profits. The one who fears a competitor will never have one in his class; those who come will be enterprising and other will be able to discharge the clerks he already has and do the work himself and make still more money.

RAILROAD RATE PROBLEM.

THE railroad rate question is one of the most important problems now before Medford. Before the city can become a jobbing center and realize its destiny as a distributive point there must be a change in the present system of rates.

Hearings now in progress before the state railroad commission are for the purpose of securing lower rates, but more especially to secure a greater ratio of difference between carload rates and less than carload rates than at present obtains.

A reduction in the present rates will undoubtedly be ordered, but the reduction will do but little good unless along lines that materially assist in building up a jobbing business in Medford. The present ratio of difference between carload rates from Portland and less than carload rates is so slight that there is scarcely margin enough to justify jobbing, and the rate is all in favor of Portland, as it tends to prevent the establishment of any jobbing center south of that city.

Why should the Southern Pacific oppose the establishment of a greater ratio of difference than at present exist between these carload and less than carload classes, unless, as has been intimated at the hearings, that the railroad is in alliance with the Portland jobbing interests? Why should the railroad object to a higher rate on less than carload quantities than that which is proposed under the proposed reduction, when it would mean money in its pocket?

It takes an expert to figure freight rates, but it does not take any expert to understand that unless there is a wider range between the carload and less than carload rates than at present it is impossible to build up jobbing centers. Of course whatever rates were established would apply proportionately also to other cities on the railroad, but only those cities will become jobbing centers which are geographically situated as distributing centers, and have the necessary transportation facilities and the energy to interest the needed capital.

It is to be expected that Portland shipping interests will oppose any wider range between the various classes, while they will not oppose a reduction in the present schedule provided the same ratio between the classes now existing is maintained. As Salt Lake opposed Pocatello's and Boise's efforts to adjust rates, knowing that the establishment of distributive centers in what had previously been exclusive territory would tend to diminish her business, so Portland can be expected to oppose any efforts to build up jobbing centers in her territory.

If Medford is successful in her contentions, and she will eventually be successful, large Portland jobbing houses as well as those of San Francisco will hasten to establish branches here to handle the trade for southern Oregon and northern California, thus giving a great impetus to the growth of the city.

The importance of the present movement to secure readjustment of rates as well as a reduction should have the unanimous endorsement of the business and commercial interests of the city.

CREATES NEW PRECINCT.

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along said creek to intersection with county road on center line section 27; thence east along county road and West Seventh to place of beginning.

N. E. Medford.

Beginning at northeast corner of section 25, township 37, 1 west; thence west four miles to northwest corner section 28; thence south 6.65 chains to county road on the north line of Barneburg D. L. C. 52; thence west along said road to northwest corner said D. L. C.; thence south to East Main street, Medford; thence east along said street to Bear creek; thence north along center line of said creek to intersection with line between sections 1 and 2, township 37, 2 west; thence east to township line; thence north 1 1/2 miles to quarter section corner on west line of section 31, township 37, 1 west; thence east four miles to quarter section corner of sections 34 and 35; thence south to southwest corner of section 14; thence east to northeast corner of section 24; thence south one mile to northeast corner of section 25, place of beginning.

S. E. Medford.

Beginning at bridge on East Seventh street and running southeast along center line of Bear creek to where said creek intersects south line of section 32, township 37, 1 west; thence east to southeast corner of section 32; thence north to northeast corner of said section; thence east to northeast corner of section 36; thence west four miles to northwest corner of section 28; thence south 6 chains and 65 links to county road running along north boundary of Fred Barneburg D. L. C. No. 52; thence west along said road to northwest corner of said D. L. C. 52; thence south to East Main street, Medford; thence west along center of said street to place of beginning.

Medford, S. W. Precinct.

Beginning at the intersection of West Seventh street with Southern Pacific railroad in Medford, thence west along street and county road to Griffin creek, in section 27, thence south along said creek to south line of section 2, township 38, 2 west; thence west to northwest corner of section 8; thence south two miles to southwest corner of section 17; thence east three miles to southeast corner of section 15; thence east two

miles to southeast corner section 12; thence north two miles along township line to northeast corner section 1; thence east along township line to intersection with railroad; thence along said railroad to beginning. Central Medford.

Beginning at the intersection of Bear creek and south line of section 37, township 37, 1 west; thence northwest on the center line of said creek to the intersection of east and west line between section 13, township 37, 2 west; thence west to line of Southern Pacific railroad; thence south along said railroad to its intersection with south of section 32, township 37, 1 west; thence east along said line to place of beginning.

LATE LOCAL NEWS.

R. M. Whitman of Eagle Point was in Medford on business one day this week.

G. H. Brower of Jacksonville was in Medford on business Thursday.

R. C. Hansley of Ashland was in Medford a few days ago seeking information about the growing of fruit from Professor O'Gara.

The front of the Perry warehouse on West Main is being remodelled for the accommodation of the Fruit & Produce association headquarters. A modern glass front will be put in and the rooms fitted up in proper style.

Frank Woodard and H. N. Starr of Grants Pass were Medford visitors Friday.

Mrs. E. P. Chandler and daughter of Woodville were in Medford Friday.

S. D. Williams of Merlin was in Medford Friday on business.

W. F. Entrop has returned from Houston, Texas, where he has been for the past several months.

George N. Hoover of Phoenix visited Friday in Medford.

H. C. Garnett, who has been at Salem before the railroad commission on the matter of securing better freight rates for Southern Oregon, returned Friday morning.

FISH ARE PASSING DAM.

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will have no trouble in getting over the structure.

Men have been working on the fishway since Mr. McAllister's visit here, some two or three weeks ago. The officials are hampered through the present condition of the dam. It is now in the receiver's hands under

long drawn-out litigation, and that all money spent in temporarily fixing up the fishway will be wasted. Should the litigation be settled and the dam repaired, adequate fishways will be permitted to stand another winter in its present condition, the floods will undoubtedly carry it out.

Mr. McAllister states that he is doing all he can to remedy the situation. Last year he spent over \$3000 of state money in constructing a new fishway at the dam, and this fishway is without doubt the best fishway in the state. It was damaged somewhat by the floods of last year and cannot be used at the present time because of the partial destruction of the dam, which lowered the water of the lake several feet below the intake of the fishway. It would take \$500 to rebuild the fishway so that it can be used now, and if the dam is repaired this money will have all been thrown away.

In Edward Clanton, Southern Oregon has the best deputy fish warden in its history. He has made more arrests and secured more convictions for illegal fishing than all previous wardens put together, and is at the present time doing everything in his power to remedy the situation at the Ament dam.

ANY WOMAN CAN HAVE BEAUTIFUL HAIR

Many women do not realize the attractions they possess because they do not give proper attention to the hair.

The women of Paris are famed for their beauty, not because their facial features are superior to those of other women, but because they know how to keep young by supplying vigor, luster and strength to the hair.

Three years ago Parisian Sage could hardly be obtained in America. But now this delightful hair tonic and dressing can be had in every town in America. Charles Strang sells it for 50 cents a large bottle, and he guarantees it to grow beautiful, luxuriant hair; to turn dull, lifeless hair into lustrous hair; to stop falling hair; to stop itching of the scalp. Ask for Parisian Sage.

NOTICE TO STOCKHOLDERS.

Notice is hereby given that the annual meeting of stockholders of the Pacific and Eastern Railway will be held at the office of the company, in Medford, Oregon, on Monday, June 6, 1910, at 10 o'clock a. m. By order of the President. G. P. HUMPHREY, Secretary.

Haskins for Health.

SECOND ANNUAL CONVENTION OREGON THRESHERS' ASSOCIATION, ALBANY, ORE., JUNE 2 AND 3, 1910.

Round trip rate of one and one-third fare on the certificate plan will be made by O. R. & N. and S. P. companies. Tickets on sale May 29th to June 3d, inclusive, good for return until June 10th. Important subjects will be discussed, including an address by a special representative of the U. S. government. For further information as to rates, dates of sale, etc., call on any O. R. N. or S. P. agent.

Haskins for Health.

Quakes Terrorize People.

ROME, June 3.—Dispatches received here today state that the people of Seaffarans, in the Mount Etna region, frightened by several slight earthquakes, are leaving the city. The shocks occurred intermittently throughout the night. No damage was reported.

Hay's Hair Health

Never Fails to Restore Gray Hair to its Natural Color and Beauty.

No matter how long it has been gray or faded. Promotes a luxuriant growth of healthy hair. Stops its falling out, and positively removes dandruff. Keeps hair soft and glossy. Will not soil skin or linen. Will not injure your hair. Is not a dye.

51 and 50c bottles, at drugists. By mail 10c. Send 2c. for free book "The Care of the Hair and Skin." Hay's Hair Health, U.S.A. and Toronto, Ont., Canada. Hay's Lily White Cream beautifies the complexion, prevents wrinkles, sunburn, freckles, pimples, blackheads. Not greasy or sticky. See Druggist & Dept. stores. Send for sample tube.

LEON B. HASKINS.

A. L. VROMAN PLUMBING & HEATING CONTRACTOR

No job too small, none too large. Twenty-five years' practical experience.

Office 113 South Front Street. Phone 2751.



AVIATOR ELY WILL FLY TOMORROW AT OAKDALE PARK.

SQUATTERS GO TO ROSEBURG TO FILE

A number of parties who have been holding down claims in the unsurveyed section in the upper Rogue river section, leave this (Friday) evening for Roseburg in order to file on the land. A considerable area of land will be opened to settlement Saturday and the actual settlers have the first right to file.

If every want ad brought the desired result, the affairs of daily life would be too simple; if only an occasional one did, the affairs of daily life would be too complete.

R&G CORSETS

Faultless in every detail.

AUTOMOBILES

O. W. Murphy. O. M. Murphy. MURPHY BROS. AUTO LIVERY. 1910 Chalmers Detroit. Phone 1861, Valley Auto Company, Medford, Or.

Quick Service. Easy Riding. Prices Right. PARRY AUTO LIVERY PHONE MAIN 3141.

Agency for the Parry Cars. Rogue River Auto Co., Frank H. Hull, Prop., Medford, Or.

For Sale

3 homesteads. Restaurant, a snap. Bakery, fine buy. 24 horses, from \$75 up. 160 acres, close in, \$20 acre. 1 lot on C street, 130x120. 115 acres, 5 miles out, \$2200. 54 acres, 3 miles from Medford, under ditch, \$7000. West Walnut Park lots, terms. 6-Room bungalow, \$500 off price for quick sale. 2 lots and 3-room house at price of lots. 160 acres, \$1000. Rooming house, a money-maker.

FOR SALE OR TRADE.

2 automobiles. 10-Room house, 2-3-4 acres; close in. Fruit land, close in. 7 horses. Houses and lots.

FOR RENT.

2 Furnished houses. 5 houses, \$12 to \$35.

WANTED.

1 butcher. Woman for ranch. Men, \$2.50 per day, and board \$4.50. Sawmill man, \$2.50. Chicken ranches. Ranch hands, \$35 per month. Hay men, \$1.50 per day. Women to work and cook. Girl for general housework. 40 woodchoppers, \$1.50 cord. Laboring men for city and railroad.

E. F. A. BITTNER

Medford Employment Bureau. Business chances, real estate, all kinds of help furnished and business chances handed. Room 208. Taylor & Phipps Bldg. Phone 4141 Main.

Horticultural Society Meeting.

The June meeting of the Horticultural society will be held on Saturday, the 4th, but owing to a meeting at 2 o'clock called by the Fruitgrowers' union, the hour will be changed to 3. Members please take notice. HARRY H. TUTTLE, Secretary.

THE PRICE ON HARDON'S ICE CREAM, ICES, ETC., MAY BE A LITTLE HIGHER—BUT YOU WILL REMEMBER THE QUALITY LONG AFTER THE PRICE IS FORGOTTEN.

We do not sell too high, and We do not sell too low

But we do cater to the great popular quick-selling retail prices—\$2.50, \$3.00 and \$4.00

—in either women's or men's Footwear.

Edmeades Bros

Souvenir Spoons

The Largest and Most Complete Stock Ever Seen in Medford.

MARTIN J. REDDY jeweler, near P. O.



WORDS TO THE WISE.

Our bank makes no investments without ample security; we can't afford to take risks; moderate, sure profits are far better than large dividends with possible loss of principal. Reliability, honest methods, fair rates of interest and conservative protection make this bank rank high. Glad to tell you more if you will ask anyone here.

FARMERS' & FRUITGROWERS' BANK.

Advertisement for ACME QUALITY Carriage Paint. Includes illustration of a man painting a carriage and text: 'Paint Your Own Carriage. You can do it yourself and at little expense. It's easy to give it a beautiful, hard, brilliant, varnish-gloss finish in black or rich, appropriate colors. ACME QUALITY CARRIAGE PAINT (No. 1) is made especially to give to buggies, carriages and vehicles of all kinds a tough, durable, glossy finish that will look well and wear well. An ideal finish for settees, flower stands, porch furniture, garden tools, and all surfaces that must withstand exposure and hard usage. Ready to brush on and the label tells how. OLMSTEAD & HIBBARD'