

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 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

SUBSCRIPTION RATES.

One year by mail \$5.00
 One month by mail .50
 Per month, delivered by carrier, in Medford, Ashland, Jacksonville, Talent, Phoenix, Central Point, Gold Hill and Woodville .50
 Sunday only, by mail, per year .200
 Weekly, per year 1.50

Full Leased Wire United Press Dispatches.

The Mail Tribune is on sale at the Ferry News Stand, San Francisco, Portland Hotel News Stand, Portland, Newman News Co., Portland, Or., W. O. Whitney, Seattle, Wash., Hotel Spokane News Stand, Spokane.

Postage Rates.
 8 to 12-page paper .1c
 12 to 24-page paper .2c
 24 to 36-page paper .3c

SWORN CIRCULATION.

Average Daily for—
 November, 1909 1,706
 December, 1909 1,342
 January, 1910 1,925
 February, 1910 2,122
 March, 1910 2,102
 April, 1910 2,301

MAY CIRCULATION.

1	2400	17	2550
2	2400	18	2550
3	2350	19	2550
4	2400	20	2550
5	2400	21	2550
6	2400	22	2550
7	2400	23	2550
8	2400	24	2550
9	2400	25	2550
10	2400	26	2550
11	2425	27	2550
12	2500	28	2550
13	2500	29	2550
14	2500	30	2550
15	2500	31	2550
16	2550		

Total 65,100
 Less deduction and special edition 1,400
 63,700

Average net daily, 2450.

STATE OF OREGON, County of Jackson, ss:

On this 1st day of May, 1910, personally appeared before me, G. Putnam, manager of the Medford Mail Tribune, who, upon oath, acknowledged that the above figures are true and correct.

(Seal) Notary Public for Oregon.

MEDFORD, OREGON.

Metropolis of Southern Oregon and Northern California and fastest growing city in Oregon.

Population, 1910, 9,000.

Bank deposits, \$2,700,000.

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, enclosing 6 cents, for postage on finest community pamphlet ever written.

Is the trolley line too swift for Ashland?

What has become of the big four flush hotels Medford was to have?

Days come and days go, but new buildings drag on forever.

What is rarer than a day in June—especially in the Rogue river valley?

A new mammoth cave is discovered—this time in Jackson county.

You can learn a lot about how roads should be made by hearing the expert talk Saturday.

Nob Hill section thinks half a street paved is better than no pavement at all.

A joy ride on the water wagon—what a round of pleasure life must be to Driver Joe Scott.

A mile of cement walk in a month is going some—but that's the Medford gait.

Negro soldiers are not a success, except in the Philippines. Even there there is no great demand.

Medford is doing more paving this year than all the small cities of western and southern Oregon combined.

Let us hope the new Wells-Fargo block will be at least as palatial as the present structure.

Kisses go by favor, public buildings by pull. That's the reason Medford hasn't got one—our congressmen have no pull.

Kansas is the new mecca for those wishing divorces. Only personal notification is necessary for non-residents.

Lorimer continues to ignore the demands for his resignation, though his highly virtuous indignation has subsided somewhat.

Insurgents were victors in all but three districts in Iowa and in South Dakota—which shows that they have not only the noise but the votes in the middle west.

Some Ashland folk were outraged by the kangaroo court conducted by the Ashland ladies during the recent carnival, and they were accused of adopting Medford methods. Never mind—they got the money, and a sou-bit fine isn't going to break anyone.

THE JIG-SAW PUZZLE.

One of the most defensible positions taken by railroad companies is that which creates and justifies a lower rate upon carload freight than on shipments handled in less than car lots. Nothing could be more logical. The difference in operating expense between these classes of traffic must be considerable.

The shipper loads and unloads the carloads. The railroad receives and delivers the small shipments at the freight house door. Nine-tenths of the labor performed by the railroad at its freight stations is on the small shipments. The carload takes care of itself, save for the incidental switching.

The small shipment moves as package freight, calling for the best character of service. The carload moves more slowly, except under elements of strong competition, when certain classes of carload traffic are given preferred service. On local lines the preferred service is not an item of necessity.

Hence less carload shipments between Portland and Medford are on the road perhaps 36 hours; carloads move in three days and longer. The grade of the commodity governs that.

The great bulk of expense at freight stations is necessarily in the actual handling of the small shipment by the railroad in and through the warehouses, and the freight is handled in the warehouse as many times as congested conditions necessitate.

Millions of dollars are expended by the railroads for freight station facilities throughout the United States for the sole purpose of caring for the less carload shipment. Insurance and heavy taxes must be paid on that property.

Armies of men are employed in the interest of the small shipment. The risks incident to transportation of small shipments vastly exceed those moving in car lots. All this and more justifies the railroad in demanding a higher rate on less carload freight. Special rates are seldom made to encourage less carload shipments. The low rate is made to encourage the traffic moving in bulk.

Water competition cuts small figure in rate making, except for carload traffic. The carload is unalterably the regulating factor. What is the basis of rates between the Atlantic and Pacific coast by rail? A carefully graded plane of class rates are built a good deal on the same structure as the rates between local community rates and terminal points, where the community is parceled out by the railroad to the jobbers in that or those terminals. Only notice this: The class rates published by the trans-continental railroads for carload shipments do not move many carloads. Special rates are made to cover practically every article moving in carloads from the east to the Pacific coast jobbing points, and the less than carload rate from the east is secondary. It is sometimes special also, but is invariably more than 20 per cent higher than the carload rates on the same traffic. Do the railroads maintain that they are not entitled to more than 120 per cent of the carload rate, on less than carload shipments of groceries, hardware and other staples of every day consumption? That seems to be the trend of their defense at the railroad commission hearing the other day. It hardly seems credible that they should actually insist upon making a lower rate of freight than the Southern Oregon people are asking for.

Medford only asks fair and considerate treatment from the Southern Pacific. It is the most progressive city between Portland and Sacramento and it is destined to be the largest. It is a jobbing center by natural conditions, and it is so recognized by the Southern Pacific. Jobbing rates are published from Portland to Medford on certain articles. They are in force from the east on many more. Those rates benefit Medford and Southern Oregon. Why are they made, unless the importance of the Rogue River valley justifies them?

Then why is the same policy not carried out upon all lines of traffic handled here?

Southern Oregon has witnessed many changes in railroad rates in recent years. The railroad forced carload shipment of vegetables, oranges and other traffic into Medford before its population justified it. Was it not for the purpose of compelling distribution at Medford? And is jobbing not the correct idea of distribution?

Why have rates been systematically changed into Medford for several years, all in favor of carload shipments, but not from Portland? Why not from Portland? Where are we at in the broad sense of rates? What we need we don't get, but we are tendered something lower. Let the railroad or the commission fix the jig-saw puzzle.

every article not exempted to the general traveling public." He added that the idea that an examination of his baggage would be waived because Collector Loeb was formerly his secretary, was "preposterous and an insult to him and to the government."

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HILL PLEADS FOR RAILROADS

Empire Builder Says People Will Suffer If Increased Rates Are Not Permitted So Money Can Be Obtained for Increased Facilities.

ST. PAUL, Minn., June 8.—James J. Hill of the Great Northern Railroad today, in commenting on the railroad situation throughout the country, said:

"The people will suffer if the railroads are not allowed to increase rates. If the administration wishes to cripple the railroads it has the opportunity. The trouble with a statesman is that he does not know what will be the effect of his acts. 'Railroads need increased facilities, but there is not hope of raising the necessary millions under present conditions. The Great Northern refused to participate in the conferences at Washington.'"

FIND BIG CAVE AT GOLD HILL

Workmen on Lime Quarry Open Up Series of Underground Caverns Which May Rival the Famous Marble Halls of Oregon.

The discovery of what is believed to be another series of immense caves, similar to the Josephine county caves, more commonly known as the "Marble Halls of Oregon," is reported by workmen developing the lime deposits owned by J. Frank Hughes, near Gold Hill.

Workmen broke through the walls of the cave while quarrying the lime and investigation disclosed an immense chamber which narrowed to a passage into another chamber.

Exploration has not been completed, but so far as made, indicate the existence of a large number of these rooms, all connected by narrow passages.

Greatest Poem in the World.

(From the New York Sun.)

From the clubfooted elegiacs of Austin and the late Rudyard Kipling it is a relief to turn and return to an old yell-heard-of song, by the Hon. Anacreon Clifford Hawes of New Bedford. His "Prayer for Peaceful Reign for King George V" is the skyscraper of American poetry. It looms vast, solid, yet soaring, above all other lofty rhymes. It is an ode in 11 stories. Take the elevator to the eighth and so upward to the breathless peak and supreme flagstaff of imagination and music:

Awake thy stanzaed hymn and peal Thy notes of steel As true, and be the shepherd's Staff to prop, support thro' the reign! And stay all pain And injury from the leopards.

In the earth that haunt and sulk in Terror, skulk in Blind rage, and only to wreak harm And foul contempt upon the head That's caved and fed Of good bread, and housed of storm.

The minions flaunt the heraldic Lion, chivalric And true, for men must bear men's Candor, and men must hold men fond, Yes, and beyond Menace; good weal starts e'en then.

The Anglo-Saxon shall subdue The earth to true Awakening, and the same tongue; Common brotherhood, similitude, All void of feud; Cultural, worth while and heaven brung.

For our old age we ask no other and no greater happiness than "far from coil and strum," as Mr. Hawes sings, beneath our own vine and fig tree, to read the works of Anacreon Clifford Hawes, "cultural worth while and heaven brung." The aureoles of the rest of the choir are clipped and faded. North Carolina drops off the map. In all the world there is but one place, New Bedford, and but one versesmith, Hawes.

Haskins for Health.

St. Helens Hall
 Portland, Oregon
 Resident and Day School for Girls under care of Sisters of St. John Baptist (Spirits) Collegiate, Academic and Elementary Departments. Music, Art, Education, Gymnasium. Excellent pupils must be over 12 years of age and well recommended. The number is limited to 25. Application should be made early. Address: The Sister Superior, Office 23, St. Helens Hall, Portland, O.

STORM SEWER IS AUTHORIZED

City Council Transacts Much Business—Width of Paving on Riverside Cut Down—Wells-Fargo Is Granted Permit for Structure.

The regular monthly meeting of the city council was held Tuesday evening. Councilmen Elfert, Merrieh, Wortman and Welch were present at roll call. A. P. Howard Demmer arrived. Emeric absent.

A petition to change the width of the pavement of Riverside avenue from Ninth to Twelfth streets to 36 feet was received, and it was agreed that the street would be so narrowed, provided that property owners would waive rights for wider streets.

A resolution to accept deed to right of way for street in Tuttle addition was passed.

The application of A. Coleman for permission to erect an open air theater was referred to the fire committee.

The minutes of the 1st regular and special meetings were read and approved.

Plat of Tuttle's Second addition referred to street committee.

Plats of Arndt's and Dodge's addition referred to street committee.

Liquor licenses were allowed to Ryan & Brown and to O. M. Selaby.

The petition for water and sewer on Park avenue was referred to the city attorney.

The petition of Wells, Fargo & Co. to build a fire-proof structure north of the new Southern Pacific depot was granted.

The width of Second street was fixed at 50 feet.

Resolutions to pave Summit avenue from West Main to West Fourth, North Peach from West Main to West Fourth, North Orange from Main to Tenth, North Orange from Main to Fourth, Laurel from Main to Eleventh, Jackson from Riverside to Columbia avenue, Holly from Main to Thirteenth, Holly from Main to Second, Grape from Sixth to Eighth, Fourth from Oakdale west to city limits, Fir from Main south to city limits, Eighth from D to Riverside, alley between Sixth and Seventh from C to Riverside, Sixth from D to Riverside, D from Sixth to Jackson, Queen Anne from Roosevelt to point a special collector of poll tax.

The city attorney was ordered to draw a resolution calling for an election to authorize the issuance of bonds for \$20,000 for a storm sewer.

The building committee was instructed to have plans drawn for an addition to the city building.

The city attorney was instructed to prepare an amendment to the charter providing for the collection of assessments on the trunk sewer.

The city engineer was instructed to construct a proper outlet across Bear creek to carry the East Side trunk sewer.

The finest Sample Rooms in the city. Single rooms or en suite also rooms with bath

Hotel Moore

Fire Proof
 Rau-Mohr Company
 Proprietors.
 European Plan

Cleanliness and Polite Treatment Our Motto.

B. T. Van DeCar

Jewelry Which Gives Distinct Pleasure to the Wearer



This can be truthfully said of our Blouse Sets, Scarf Pins, Link Buttons, Lockets, Bracelets, Veil Pins, Hat Pins, Brooches and Pendants.

Our Sterling Silver Goods afford a choice selection of Toilet and Manicure pieces, Tableware, etc., suitable for June weddings and gifts.

Bracelets \$1.00 to \$60.00
 Scarf Pins, an attractive line \$1.00 to \$10.00
 Lockets \$1.25 to \$10.00
 Link Buttons \$1.00 to \$15.00
 Veil Pins 50c, 75c and \$1.00
 Hat Pins 75c, \$1.00 and to \$4.00

Jewelry Sign of the Post Clock

Souvenir Spoons, Gold Bowls—Engraved.

If You Are Looking for a Money Maker

INVESTIGATE THIS

50 Acres of the finest hillside land in the valley, one mile from Jackson-ville on main road and every inch can be utilized. Slightly building spot. Price \$225. Good terms.

The Best Low Price Proposition

1160 Acres on the Antelope Creek, in one body. This is a great bargain for the price asked. You'll have to hurry to get this at \$35 per acre.

Investigate This Before You Buy

19 Acres adjoining Burrell Orchard on the south.
 5 Acres bearing peaches. 1 1-2 Acres bearing pears.
 1 Acre bearing Spits. 9 1-2 Acres 1-year-old Bartletts.
 2 Acres bearing Ben Davis. 9 1-2 Acres peach fillers.

House 6 rooms; barn, good condition; one span fine mares, wagon, hack and buggy; all implements, including spraying machine.
 This is the best buy on the market barring none.
 If interested, call for price and terms, which cannot be beat.
 How is this for a mid-season bargain?

How is This for a Mid-Season Bargain?

19 Acres, 1 1-4 mile from Phoenix depot; soil slightly gravel; 6-year-old apples and peaches; 2 houses, one built of concrete; good barn, some alfalfa. Price, \$4500; \$2000 cash, balance good terms.

Walter L. McCallum
HOTEL NASH LOBBY