



McCall Pattern No. 3405
STYLISH COSTUME

Final June Clean-Up

AT MEEKER'S EXCLUSIVE STORE

You can't go wrong by trading here because we won't let you. You can't pay too much. You can't buy the wrong shade. You can't buy a misfit. You can't buy a wrong style. You can't buy an unbecoming garment. You can't make a single unsatisfactory purchase at this store for we don't consider any trade complete until the customer is perfectly satisfied—until everything is right. Can you beat this for a safe place to trade?

Customers of This Store are Securely Guarded in Safe Shopping By Our Perpetual Guaranty.

We have had much to do with keeping down the cost of merchandise to the consumers of this community. How we have been able to do this is a story of infinite detail. We meet every case according to conditions and hammer down the prices to the lowest possibility. The details, too, of how we do this will not prove so interesting to you as how we seal the merchandise after it is in this store. And we are always ready to show you. This week we offer a number of specials that will pay you quite well to honor this store with a visit.

Cool, Dainty
Summer
Dresses
easily made by
McCALL PATTERNS
June styles
now ready.

McCall Pattern
No. 3442



Towel Prices Dropping

A special towel purchase that makes it advisable for you to lay in your towel supply now.

Regular \$2.00 values in fine towels now going at, dozen..... **\$1.50**

Our regular 25c values in fancy towels now, special, at..... **14c**

Shirtwaist Specials,

\$1.50 for \$99c

You can always use one more shirtwaist. Every woman can. These advertised lots are small, therefore let us urge you to hurry. Things to be found in this line.

This is just one of the many good things to be found in this line.

Ribbon Specials

The advantages in variety and low prices offer inducements seldom equaled at any other time of the year.

19c yard for 25c and 30c values in fine ribbons; all colors.

24c yard for 35c to 50c values in fine line of fancy ribbons.

Silk Petticoats Special Priced

The selling of the first week of this sale has surpassed all past records—due to the marvellous offerings. For the week we quote:

\$5.00 for regular \$8.50 values. You should see this line.

\$6.50 for full line of EXTRA SIZES.

C. B. Corsets Please

28 South Central Avenue

W. H. Meeker & Co.
We Sell GILBERT'S CELEBRATED Dress Linings

White Goods Now Special

28 South Central Avenue

PORTLAND ENDORSES LAKE ROAD

Commercial Club of That City Indorses Movement to Build Boulevard to Crater Lake and Urges Its Members to Assist Swell Fund for Construction of Highway.

Portland, Or., June 21.
The board of governors of the Portland Commercial club, at today's meeting, unanimously indorsed the movement to construct a boulevard from Medford to Crater Lake, and agreed to render every possible assistance to the Medford Commercial club-Crater Lake boulevard commission in their campaign for funds to carry on this work.
The Crater Lake National park should be as easily accessible to the great army of tourists who come west each year as are the Yellowstone Park and Yosemite Valley—it would be of inestimable value to the city of Portland and the entire state of Oregon.
It is hoped that the people of Portland will substantially support this project.
(Signed.) H. BECKWITH,
President.

PORTLAND, June 23.—(Special.)—The above resolution was unanimously adopted by the board of governors of the Portland Commercial club at a meeting held Tuesday noon, following a conference with representatives of the Medford Commercial club Crater Lake highway commission.

Brief talks were made by John M. Root, J. D. Heard, E. B. Waterman and G. Putnam, of the commission, also by Judge George Baldwin of Klamath Falls, Judge W. M. Davis and Will G. Steel of Portland.

The Crater Lake highway project was originated by the Medford Commercial club two years ago, and

through its efforts an appropriation for \$100 to construct the highway from Medford to Klamath Falls was passed by the legislature. Circuit Judge Galloway held the appropriation unconstitutional in a restraining suit brought by Attorney L. H. McMahon of Salem. This decision was confirmed by the supreme court last February, the court holding that it was unconstitutional because in conflict with the provision prohibiting expenditures for local roads, the proposed highway being, in the eyes of the supreme court, purely a local matter.

Following this decision, the Medford Commercial club started to construct the highway by popular subscription. It planned to raise \$100,000, subscriptions of \$100 each being asked, payable in two equal annual installments. The sum of \$30,000 has been raised in Medford and vicinity.

Members of the commission are now in Portland soliciting subscriptions. They hope to secure at least \$20,000 in Portland, so that half of it, \$25,000, may be expended during the next few months in eliminating the worst features of the present wagon road.

When the government was assured of the construction of the road by popular subscription, Engineer B. F. Heidel, of the good roads section of the department of agriculture, was sent to take charge of surveys and construction work, and all the money collected will be spent under his direction. No money is to be spent for rights of way or other purposes except actual construction. Mr. Heidel this week completes preliminary surveys and estimates for that section of the road to be built through the forest reserve by the forestry bureau, and that to be built by popular subscription, extending down the Rogue river from Prospect. A 4 per cent grade has been secured, which will eliminate the worst obstacle of the present road, Flounce Rock hill, where in five-eighths of a mile the present road climbs approximately 600 feet.

It will require \$250,000 to build the 80 miles of road from Medford to the lake. Of this 80 miles, 55 miles lies outside the government domain, and must be built by popular subscription. The present road will be passable for automobiles with the work to be done this year, and the commission must be assured of money at once to award contracts at the same time the forestry bureau lets its contract for its section, so that a lower figure can be secured.

The Crater Lake highway commission is composed of leading citizens of Medford; the money received is deposited equally in the four banks of Medford, whose presidents form an advisory committee. No money will be paid out except upon requisition of the engineer, who has entire charge of route, as well as contracts.

Until the Crater Lake National park is made accessible to the public, the government will not spend any money in improving it. When it is made accessible, appropriations totaling several millions will be asked by the departments of the interior and agriculture of congress for park improvement, the secretaries having committed themselves to this effect.

When the Oregon supreme court held that Crater Lake was a local affair the government lost interest in the proposed improvements, federal officials holding that if Crater Lake was a local affair, so was the Yellowstone. Upon being assured, however, that the road would be built by popular subscription, they at once promised co-operation, sending their engineer to take charge of the road and expending \$5000 on hand for road improvement in the Crater national forest. Had it not been for the attempt made by the Medford club and the assurances given, government departments would have dropped the matter in disgust, and diverted the money into other channels.

The commission insists that the subscription is a state affair and not a Medford or Southern Oregon project, and the United States government considers it a national affair. The commission holds that it is the duty of all the state to open up its greatest scenic wonder, and that the burden should not be borne entirely by one small community. The tourist travel which will result from making the lake accessible will benefit every portion of Oregon, particularly Portland, and therefore the appeal is made to Portland to stand shoulder to shoulder with Medford in promoting the enterprise.

IRRIGATION FOR GRANTS PASS.

(Continued from page 1.)

In this issue. The valley is divided into practically two districts, namely: "The Grants Pass District" and the "Merlin District." The former includes all the irrigable lands on both sides of Rogue river extending from a line crossing said river at the head of Savage Rapids, down stream, westerly to a point where the 1213 contour crosses the Merlin district, thence by general westerly course, following said divide to Rogue river, and not including any lands on the westerly side of the river below the mouth of the Applegate.

The Merlin district includes all irrigable lands on the easterly side of the river lying down stream and northerly from Grants Pass district, coming under the 1213 foot contour where the same crosses Merlin divide and including all irrigable lands lying in the neighborhood of Hugo.

The agreement entered into is an

option in which the Rogue River Irrigation & Power company holds for forty days from last Saturday the option of purchase of all property and property rights of the local company, including the ditches, machinery, livestock, etc., and also the franchise from the city of Grants Pass. Besides a small consideration for this option the Rogue River Irrigation & Power Co. agrees that if it does not fulfill its part of the contract it forfeits its right to the lands on both sides of Savage Rapids and also the water right and dam site connected therewith.

The principal object of the forty days was to enable the new company an opportunity to solicit and procure contracts with prospective water users and Mrs. M. E. Garretson of Spokane, for future irrigation within the districts above mentioned and an effort of accidental death, attributable to Elmore's driver falling to see signed up, and if they succeed in that they will at the end of forty days pay

the local company \$5,000. If the above conditions prove successful the new company will then pay to the local company \$40,000 more, when they will acquire all the right and title to the local company's interests, the \$40,000 being paid in two installments, \$20,000 on Jan. 2, 1911, and \$20,000 Jan. 2, 1912.

CREW OF SUBURBAN CAR EXONERATED

LOS ANGELES, Cal., June 23.—A coroner's jury has absolved from all blame the crew of the Santa Anna suburban car which ran down an auto-wagon containing Samuel Elmore, an Astoria, Ore., millionaire fish packer, and Mrs. M. E. Garretson of Spokane, the killing both. The jury returned a verdict of accidental death, attributable to Elmore's driver falling to see signed up, and if they succeed in that they will at the end of forty days pay

Too Late to Classify

WANTED—Girl for general housework; three in family. 520 S. Holly. —86

MONEY BACK TO TICKET-HOLDERS BY MGR. BLOT

SAN FRANCISCO, Cal., June 23.—Louis Blot, promoter of the Langford-Kaufman fight, which was not held Saturday because of city and state interference, is today refunding the money to ticket purchasers. Blot announced that he would not attempt to hold the fight in the face of Governor Gillett's opposition. He said last Saturday that the fight had been postponed for one week.

Haskins for Health.

PIONEER ADJUDGED INSANE, IS SENT TO ASYLUM

Thomas H. Gilson, one of the pioneers of the Rogue River valley, was removed from the poor farm, where he has been for several months, on Thursday, and, having been adjudged insane, will be sent to the state asylum at Salem.

Mr. Gilson was one of the pioneer residents of the Applegate section, and reared a large family of sons and daughters. In his old age he became poverty-stricken and was admitted to the poorhouse, and now, having lost his mind entirely, will be sent to end his days in the state institution.

For several years, it is said, Mr. Gilson has shown signs of a failing mind, and it was believed by his relatives and friends that he would receive better and more intelligent care at the state asylum than anywhere else.

"QUICK SALES AND SMALL PROFITS."

New Life and Young Blood

HAVE LOCATED MAIN OFFICE IN MEDFORD.
With Branches in
PORTLAND, MINNEAPOLIS, KANSAS CITY, MO., AND CHICAGO.

Now Selling
A part of Pierce's subdivision located in Township 37 S., R. 1 West. This property is a mile and a quarter northeast of the Medford postoffice. We call special attention to Lot 11, which comprises thirty acres, all planted in pears and apples, and are now in their third summer. It has a corn crop on it which will easily net \$500.00, a slightly building spot and one of the best springs in the valley. Price per acre, \$350.00; \$35.00 cash per acre, and \$7.00 per acre per month.

To the Public—
We earnestly urge upon all visitors to Medford the wisdom of a visit of inspection to this beautiful ORCHARD tract. The trip will be worth your while in that you will view one of the most ideally located ORCHARDS in the entire ROGUE RIVER VALLEY. Call at our office, or make appointment by phone, and we will be glad to have one of our representatives show this property in our automobiles.

IF YOU PREFER—
Deal through our authorized agents:
IRA J. DODGE
H. C. MALTHY
CUSICK & MYERS
JOHN D. OLWELL
TORREY & MURPHY
ANDERSON & GREEN
I. W. DRESSLER AGENCY
OREGON ORCHARD SYND.

THE MEDFORD ORCHARD & TRUST CO
WE MAKE A SPECIALTY OF,
ROGUE RIVER VALLEY FRUIT LANDS
TELEPHONE MAIN 4561
TEMPORARILY LOCATED AT NO. 9 NORTH CENTRAL AVENUE.
Permanent address after August 1, St. Mark's Blag.