

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.

Average Daily for—
November, 1909 1,700
December, 1909 1,842
January, 1910 1,925
February, 1910 2,122
March, 1910 2,203
April, 1910 2,301

MAY CIRCULATION.

Table with 2 columns: Day, Circulation. Rows 1-31 showing daily circulation figures.

Total 65,198
Less deduction and special edition 1,490

Average net daily, 2450. 62,700

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.

H. N. YOCKEY, Notary Public for Oregon.

MEDFORD, OREGON.

Metropolis of Southern Oregon and Northern California and fastest-growing city in Oregon.
Population, 1910, 9,900.
Bank deposits, \$2,750,000.
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.

A little bit of summer makes the whole world peel.

Managers of summer resort hotels are now sheering up.

Beverly, Mass., will have to be a very poor second to Oyster Bay this summer.

How people love money; and how they like to abuse other people for loving it!

This talk of east and west side is all wrong. There is no east side, no west side—it is all Medford.

For a long time Medford has signed for a first-class hotel. Now it is going to have two of them.

"Don't marry too soon," advises a Baltimore minister, addressing the girl graduates. Not one of them expects to, of course.

Medford needs store buildings, office buildings, apartment houses and dwellings far more than two hotels that cannot both pay.

There are some women who have progressed so far in their fight for the ballot that they've ceased to tremble when a telegram comes.

Instead of having no first-class hotel, Medford is to have two. Two is one too many for both cannot pay. Better compromise and erect one costing what each will.

Congressman Hawley's many sins of omission are more than atoned for by the securing of a new federal building for Medford, in which he was assisted by the Oregon senator.

Hon. C. N. McArthur, Speaker of the House, will be Fourth of July orator at Jacksonville. Mr. McArthur is one of the rising young men of Oregon and an orator of more than usual ability. Moreover, he is a friend of Southern Oregon, and while speaker, left the chair to speak for the Crater Lake highway bill and the Ashland normal.

Patriotic Medford citizens must sit down on the effort being made to stir east and west side sentiment. There should be no east or west side—but one Medford. The movement may develop a factional fight that will ruin the city's future, and disrupt the splendid harmony that has enabled Medford to make such rapid progress. United we stand, divided we fall, and there must be no division.

THE TRUTH ABOUT BLIGHT.

STORIES have been sent out from Ashland to the effect that orchards around Medford had to be cut down on account of blight and passengers on trains told to look at the old Whitman orchard, recently cut down as a sample of the ravages of blight.

Of course, such statements are malicious falsehoods, and in the end will harm Ashland as much as Medford, for blight cannot exist in one part of the valley without spreading to other sections. Blight is one of those pests that can be and is easily controlled in the Rogue River valley, and only carelessness and negligence is responsible for its continued existence.

Regarding this subject, P. J. O'Gara, assistant pathologist of the Department of Agriculture, who has spent three years here in charge of the battle against orchard pests, and who is acknowledged the leading authority on blights, makes the following statement:

Editor Mail Tribune: I note in the edition of June 24 a comment entitled "Knockers Are Busy With Tales of Blighted Trees," and am writing this for the benefit of those who have been misled by any false statements regarding the cutting down of orchards for blight. I wish to say here that no orchard has ever been cut down in the Rogue River valley because of blight. Some trees have been lost, of course, but the majority were lost fully three years ago, before the growers knew anything about blight. The blight this year has done very little damage, and generally the crop has not suffered.

Regarding the Whitman tract, which was planted to apples of different varieties, I may say that the trees were never affected with blight. I have visited this orchard a number of times and there was never any blight in it, at any time. The owners of this tract some time ago decided to cut it up into lots, since it is really more valuable as city property than orchard. It has been the custom all the way from Ashland to Grants Pass, in every town in the valley, to take into the corporations orchard tracts, and sell the trees with the lots. This has been a detriment to the commercial orchards, since owners of lots rarely ever care for trees in the proper manner.

The owners of the Whitman tract were induced to cut the entire block down before selling lots, and, in this way, lessen the troubles of the inspector. If every orchard tract, which has become city property during the past ten years had been treated in this way, what a help it would have been. From our standpoint, the owners of this tract are to be thanked for getting a future nuisance out of the way. We hope that many of the back lot orchards will go the same way during the coming year.

P. J. O'GARA, Assistant Pathologist.

AUTOISTS VIOLATING STATE LAWS.

MEDFORD has been lucky in not having had any serious automobile accidents. That people have not been run down and collisions occurred, is due more to luck than to anything else, for many motorists drive too fast, especially along streets.

The state laws are flagrantly disregarded by a large percentage of auto drivers. Section 10, of Chapter 136 of the Laws of 1905 provide:

"No person, driver, or operator in charge of any automobile, motor vehicle, or motorcycle on any public road, highway, park or parkway, street or avenue within the state, shall drive, operate, or move, or permit the same to be driven, operated, or moved at a rate of speed faster than eight miles an hour within the thickly settled business portion of any village or city within the state, nor faster than eight miles an hour in the country when within one hundred yards of any vehicle drawn by horse or horses, nor outside of such thickly settled or business portion of any city or village on any public road, highway, park or parkway, street, or avenue at a rate of speed faster than (1) one mile in (2 1/2) two and one-half minutes, nor over any crossing or crosswalk within the limits of any city or village at a rate faster than one mile in (15) minutes when any person is upon the same."

Other sections frequently violated are those requiring motorists to exercise every reasonable precaution to prevent frightening horses, and to slow down, or stop if signaled to do so by the driver of the horse, and to assist in controlling the animal.

The use of "mufflers" is enjoined within all towns and villages, and the "law of the road" must be obeyed, which is turning to the right in meeting vehicles or persons from an opposite direction and turning to the left in passing those headed in the same direction.

FREIGHT MEN THANK CITY FOR KINDNESS

Mayor Canon has received the following letter of appreciation from the Pacific Coast Local Freight Agents' association, which recently visited Medford and was taken on an auto ride through the valley:

"Portland, Or., June 20.—Hon W. H. Canon, mayor, Medford, Or.—Dear Sir: The members of the Pacific Coast Local Freight Agents' association desire to express to you, and through you, to the citizens of your beautiful city, their sincere thanks and appreciation for the many courtesies extended to them and members of their families. "Yours very truly, "G. W. LUPTON, "Secretary pro tem."

ONE TOMMY BURNS IS TO CHALLENGE WINNER OF FIGHT

Great Bustle and Stir Throughout Nevada Metropolis—Hotel Accommodations Are Filled and Many Visitors Are Bringing Tents

RENO, Nev., June 27.—When Mr. Thomas Burns of Australia arises from his chair at the ringside just before the big battle on Independence day, prepared to make a few remarks about his ability to "lick" any gentleman who wins the contest about to be staged, it is generally conceded that he will spring the one joke of the season.

Neither Mr. John Arthur Johnson nor Mr. James J. Jeffries will treat Tommy's remarks with that seriousness which would mean a fight and some shekels for the ex-champion tumbled over by Johnson some time ago. Neither will pay any attention to the challenge, and after the newspapers have told of Tommy's remarks and the crowd has finished laughing it is understood on very reliable authority that oblivion will be waiting to seize upon said challenge.

There are lots of bustle and stir around Reno today. Early in the morning another consignment of lumber for the arena arrived and was sent out to the site with all possible haste.

The work on the big structure is being rushed and it will be ready long before the fight, the builders confidently announce.

The problem of taking care of the crowd that comes here will be a serious one. The hotels are filled now. An information bureau that has been established claims to have several hundred rooms registered for prospective guests, but even the accommodations now ready will be inadequate. A number of visitors expecting to find just such conditions brought tents with them and they have been set up on vacant lots on the outskirts of Reno, so that the little city now looks like a mining camp in its boom days.

A number of "undesirables" are drifting into the city and are being closely watched by the police. At the first sign of misbehavior the offender will be told to leave town.

POPULAR MEDFORD COUPLE MARRIED

J. W. Lawlor, Acting Auditor of Pacific & Eastern, and Miss Grace Reeves Made One.

A pretty wedding in Medford on Sunday morning, June 26, was that which made Miss Grace Reeves the bride of John William Lawlor. The ceremony took place at the home of Mr. and Mrs. Gus Newbury on Mistinet street, Rev. F. F. Sheilda officiating. The bride is the handsome daughter of Mrs. C. V. Reeves, a native of California and from early childhood a resident within the Rogue River valley. She was attired in a beautiful gown of blue chiffon over satin and looked exceedingly charming.

Mr. Lawlor is the accommodating and efficient secretary of the Pacific & Eastern railway, the new Hill line running out of Medford, and is a native of the state of New York and is a railroad official with a promising future.

The guests present were Mr. John R. Allen, Mr. and Mrs. Horace Pelton of Sams Valley, Mrs. T. J. Kenney and daughter Francis of Jacksonville.

Mr. Lawlor and his bride departed for California immediately after the ceremony, going as far as Ashland in the Winton Six of Mr. Allen's, where they took the 10:30 train for San Francisco. They were accompanied as far as Shasta by Mr. and Mrs. Gus Newbury.

The best wishes of a large circle of friends will follow Mr. and Mrs. Lawlor on their journey through life.

For some reason or another, the thing sought may be cheaper at one store than at another—they at any other. Ad-readers buy "In the light."

Be Wise for Health

+ DR. GOBLE'S OPTICAL +
+ PARLOR REMOVED TO 235 +
+ E. MAIN STREET, OVER +
+ STRANG'S DRUG STORE. +

WANT THAT MONEY BACK? THEN TELL GLEASON QUICK

If You Have Purchased a Ticket for Big Mill, Thinking It Was to Be Held in Frisco, You Must Act Promptly to Get Money.

SAN FRANCISCO, Cal., June 27.—If you have already purchased a ticket for the Jeffries-Johnson fight and want to get your money back you must notify Jack Gleason not later than 3 o'clock Wednesday afternoon. This is the final word of the promoters. They are willing to hand back the money, but they say they must be notified before the hour mentioned in order to protect both themselves and the people who want to buy tickets.

"Things are going nicely at Reno," declared Gleason today, who has just returned from Nevada. "The arena is going up rapidly and we have completed arrangements to handle the crowd. Of course we will not have so many people as we would have had in San Francisco, but there is going to be an awful mob on hand when the men enter the ring."

Gleason has not disposed of his share of the moving pictures yet. He will go to Reno Tuesday night.

D AIRSHIPS COME UNDER HEAD OF OCEAN LINERS?

NEW YORK, June 27.—A gigantic Zeppelin aerial liner may be put into service between New York and Boston, according to Emil Boas, managing director of the Hamburg-American steamship line, which is interested in the enterprise at Dusseldorf, Germany. Boas says the company has considered the idea but it depends upon what arrangement can be made with the American government. If the aerial liners are classed with water ships it will be necessary to secure a special dispensation from the United States government to operate a line here, as the company is incorporated in Germany and would fly a German flag. This would be prohibited under the present laws in the United States.

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Robert F. Maguire
Late special agent U. S. General Land Office, announces that he has opened law offices in the Medford National Bank Building, for general practice before state and federal courts and the Department of the Interior.