

IN MEDFORD'S SOCIAL REALM

The steady exodus for the mountains and the seashore that goes on during the months of July, was more marked this week than any previous, because of the added attraction of the Chautauqua assembly at Ashland, which closed Friday night. Many availed themselves of the opportunity to hear Ex-Governor Folk of Missouri Monday night, while a large representation attended the two concerts Thursday and Friday evenings by the Pasmores. Among those seen were: Mr. and Mrs. F. W. Streets, Miss Grace Calhoun, Miss Myrtle Calhoun, Miss Welch, Miss Clare Gibbons, Mrs. E. M. Janney, Mr. and Mrs. J. F. Wortman, Miss Fannie Nunan, Miss Josephine Russell, Mr. and Mrs. C. L. Reames, Mr. and Mrs. Porter Neff, Mr. and Mrs. J. G. Gore and daughters, Mrs. H. G. Wortman and Mr. Carl Glasgow, Mr. Sam Glasgow, Miss Humphries and Miss Agnes Isaacs.

Probably no book of summer fiction is asked for more often at the local book stores and the library than "A Modern Chronicle," by Winston Churchill.

Those who have followed the lofty ideals of conduct and character in "The Crisis" and "Richard Carvel" doubtless lay down this latest book with a feeling of disappointment not akin to disgust at the surprising developments of versatility of emotion displayed by the heroine. If the modern American woman is entirely without resources within herself for growth and diversion, this woman of Mr. Churchill's may be a type, but 'tis hard to make sober-minded, thoughtful people believe it. The book is easy reading, fascinating in interest and as a study in modern social conditions affords food for thought.

Mrs. A. S. Bliton and children have gone to Newport for an outing of several weeks.

The lawn social Friday evening at the home of W. H. Meeker, given by the ladies of the Methodist Episcopal church, was well attended and one of the most enjoyable affairs of the week, being liberally patronized by friends from all the churches. Ices were served by Mrs. Clarence Meeker, Miss Crystal McNary, Miss Clara Wines, Misses Ewbanks and Mordoff, and the ladies felt very much gratified by the success. A pleasant feature of the evening was the music furnished by Mr. Whetsel with a Victrola.

Rev. W. C. Reuter, Ph. D., former pastor of the First Methodist church of this city, now of Newburg, Or., has returned to his home, after a business trip through the valley. While here he occupied the pulpit of the Presbyterian church Sunday evening, where he was greeted by a large audience of former friends and associates.

Mrs. Susie Turner Neil, daughter Marion and son Turner, of Portland are visiting relatives and friends in the valley. They expect to be in Jacksonville and Medford August 1 for one week, returning to Portland for the opening of school, where Miss Marion is a student in the Jefferson high school.

Miss Fancher, who has been the guest of Miss Helen Watt for a month, has returned to her home near Roseburg. Miss Fancher is an accomplished musician and old schoolmate of Miss Watters and made many friends during the weeks of her visit.

Mr. and Mrs. J. D. Cochran, who were quietly married in Redding, Cal., June 20, are now at home at Klamath Falls, Or. It will be remembered that Mrs. Cochran was Miss Lutwin Ulrich and one of the popular teachers last year in the city schools.

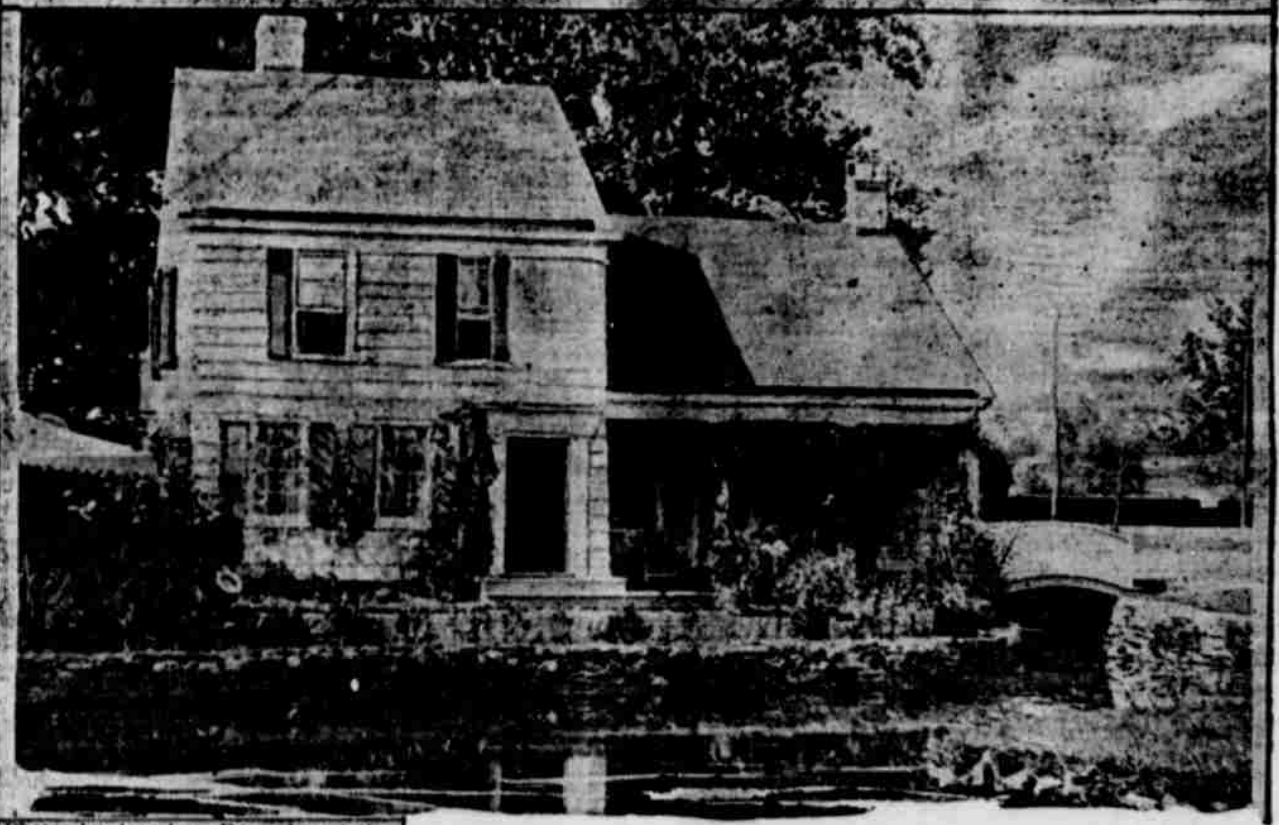
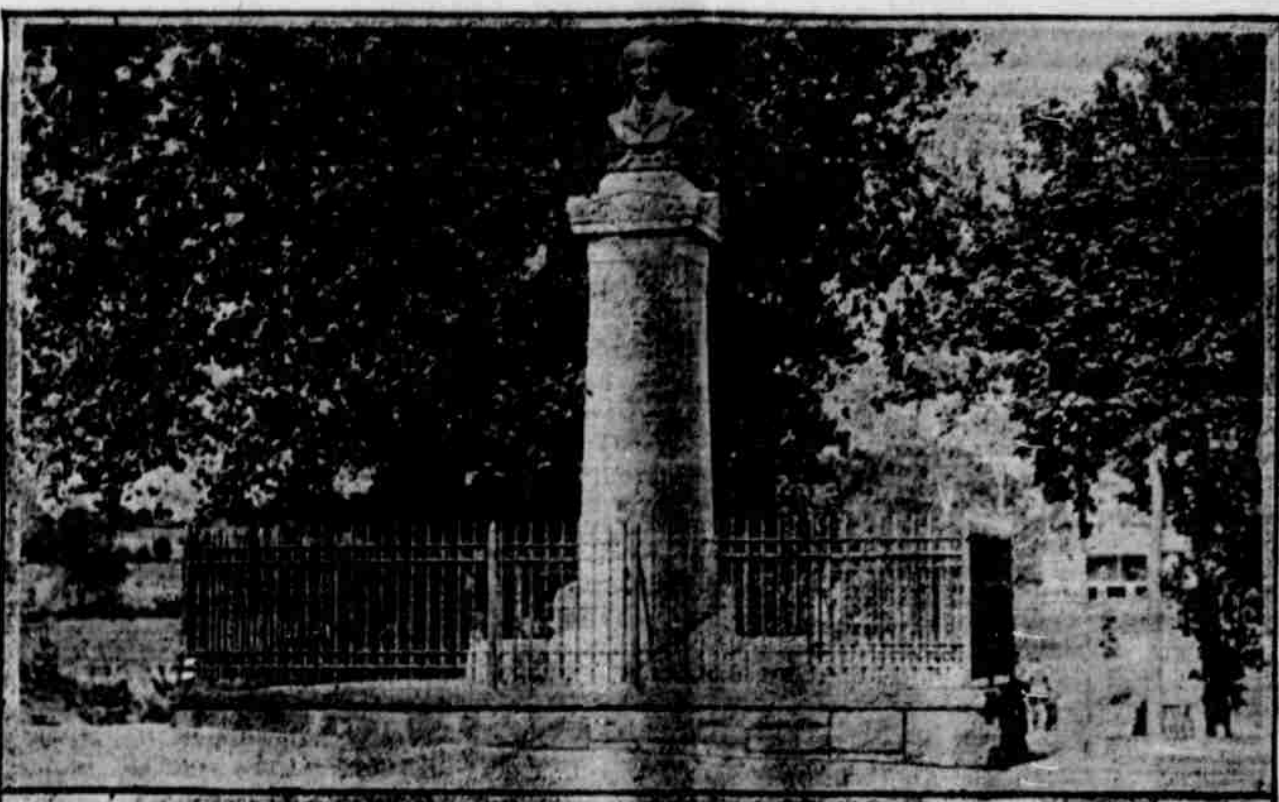
Mrs. F. H. Farrar of Gold Ray leaves this week for an extended eastern trip. She will visit in Minneapolis and Chicago and then go to her old home in Toronto, where many relatives reside. She will be absent about three months.

L. B. Brown and family are making a tour of Klamath county and Eastern Oregon in their automobile. They expect to return by way of Albany, where they will visit Mr. and Mrs. Roberts, former residents of Medford.

Miss Nellie McNeil, who completed her course at the University of Oregon last year and has been taking a year of post-graduate work, will teach Latin and German in the McMinnville high school, entering upon her duties in September.

Mr. and Mrs. Ross Kline left Friday for a visit to their former home in Columbus, O. Thursday evening they were guests of honor at an elaborate dinner given at the Nash grill by Colonel F. L. Tou Velle.

Monument Unveiled and Museum Opened In Honor of Thomas Paine, Author-Patriot.



The Thomas Paine Historical association has completed its plans for making the home of the author and Revolutionary war hero one of the most interesting historical spots in the United States. The house which was given to Paine by the government for his services during the Revolutionary war has been turned into a museum, and after years of search original manuscript, drawings and pictures have been placed in the home, which is located at New Rochelle, N. Y., a suburb of New York city.

Miss Alice Streets, who leaves for Berkeley in the near future to resume her studies at the University of California, visited in Ashland during the week, the guest of Miss Dorris Bayly.

Mr. and Mrs. H. C. Stoddard, who have been enjoying a two weeks' trip to Los Angeles, have returned and will begin at once the construction of a modern residence on Queen Anne Heights.

Mrs. K. K. Kubli of Portland has been in the valley, the guest of her mother, Mrs. Mary Miller of Ashland, and Mr. Kubli's mother, Mrs. E. J. Kubli of Jacksonville.

Mrs. William Langdon and daughter, of Clear Lake, S. D., who are guests of Mrs. H. E. Gudhus, were Ashland visitors during Chautauqua.

Mr. and Mrs. F. E. Merriek and family are among those making the auto trip to Crater Lake, driving their own machine.

Miss Laura Reames of Berkeley, Cal., sister of Mrs. John White, is in the city on a visit to relatives and friends.

Mrs. Helen Haskins and Miss Fannie Haskins, accompanied by a maid, are occupying the Haskins cottage at Newport.

Mr. and Mrs. Clarence Meeker were among those attending Chautauqua at Ashland during the week.

Mr. and Mrs. Claud Miles, accompanied by Mrs. Robert Teifer, are enjoying an outing at Butte Falls.

Rev. and Mrs. W. F. Shields have returned from Ashland, where they attended the Chautauqua assembly.

Mrs. C. R. Ray and daughter, Miss Mabel, are spending a few days during the heated term at Prospect.

Mrs. Lou D. Jones and daughter, Miss Maude, were Ashland visitors the first of the week.

Mrs. F. H. Ray and her mother, Mrs. Gage, of Gold Ray, are among the guests at Seaside.

Miss Agnes Conlon of Seattle is the guest of Miss Emily Janney for the summer.

Mr. Joe Legzet has gone to Southern California to spend his vacation.

Drs. Carlou & Carlou will take July 26 for Portland, where they will take the steamer Rose City for San Francisco, to attend the national convention of the American osteopathic association, which meets there August 2 to 6, inclusive. They expect to return about August 9.

Mrs. Claud Jones of Sams Valley was in Medford Friday on a shopping expedition.

M. M. Taylor of the Nunan-Taylor company of Jacksonville, was a Medford business visitor Friday.

Judge W. D. Fenton passed through Medford Friday afternoon on his way south.

Daniel Kelly of El Paso, Tex., arrived in Medford Friday night and will look over the valley with a view to locating. Mr. Kelly has heard wonderful things of the Rogue River valley in general and of Medford in particular and intends giving the section a thorough investigation. As he expressed it, "I don't want to invest without thorough information, nor do I intend to take a hasty look and go away with a wrong impression. As far as I have gone, it looks good."

Mr. and Mrs. W. H. Stewart and a party of friends left Saturday morning for a trip to Crater Lake, Fort Klamath, Klamath Falls and other points.

Mr. and Mrs. C. W. Palm and Treve Lumsden left Saturday morning in Mr. Palm's car for Crater Lake and the rest of the scenic points.

S. W. McClendon of Gold Hill was in Medford on business Friday afternoon.

Ward Whiteside of Central Point was a Medford visitor Friday evening.

Agent Rosenbaum was a visitor at Ashland Friday.

The Ladies' Aid society of the Methodist church meets Tuesday afternoon at the church for work.

Mrs. E. M. Lumsden has gone to Seattle and other Washington points for a visit.

Mr. and Mrs. H. S. Stine have joined the Medford colony at Colston.

Handling a Million Dollar Job From a Layman's Point of View

THE HANDLING of a million-dollar job is no sinecure. Few there are who realize the hard work, the worries and the troubles which beset "the boss" on every side, or the immense amount of vitality and driving power that is required to keep things moving. It is no job for a whiner, and appeals to me as an incessant dash to the goal; a straight game of football; a happy incident—touchdowns are seldom made in one sprint—it takes six feet of pluck as well as two feet of speed to hammer and batter through the opposition. And yet today in Medford there is a young man, barely past 30, who is successfully handling a million-dollar job. And he will win out, but there will be no hue and cry about it. He realizes that it would be fatal to cry for help, and he is too busy doing big things to pay any attention to the comments of the crowd.

It was my good fortune to be allowed to spend a half day "on the job" "with the boss." Ordinarily he is too busy to be burdened with a sightseer, especially one who knows nothing but the asking of questions. Yet I found that he was never too busy to tell of the work, for he is mightily interested. I approached him on a friendship basis and he did not know that I intended to tell the story of how he was handling a million-dollar job to the readers of the Mail Tribune. Indeed, I dared not ask him questions about himself, for I knew that friendship or no friendship, he would soon find some excuse for getting rid of me, for he is too busy to talk of himself. His job is another matter. Regarding it and

all of its details, he is willing to talk—and he is enthusiastic over its possibilities.

When the Clark & Henry Construction company last winter secured a contract for paving in this city totaling \$500,000 the men who direct the destinies of the firm, which has handled some of the largest contracting jobs outside of railroad building on the coast, began to look around for a man they could put in Medford. They decided upon Arthur W. Clark, a young member of the firm, who had done a great deal of work and who had handled some fairly large-sized jobs in a satisfactory manner. The firm realized that the letting of a contract in Medford for \$500,000 was but a starter—that a great many more streets would be added to the original contract. They knew that the contract would nearly double, and their faith will in all probability be justified, for already \$200,000 worth of work additional has been ordered and petitions are out for more streets.

So Arthur W. Clark, a young man of barely 30 years, but old in responsibility, full of driving force and initiative, was sent to direct the work. Mr. Clark was given but one brief order: "You go to Medford, do a good job and come home." Mr. Clark came to Medford; he is doing a good job (I quote the city engineer) and he will probably go home in a year or two, only to be given a still larger job. For no man can stay on the job with him half a day and fail to see that he is making a success of his work.

Few of Medford's residents realize the immensity of the work now

going on in Medford. In order that they may grasp this in a concise manner here are a few facts and figures:

Two hundred and fifty men are employed, all, for the most part, being expert workmen.

One hundred and eighty horses are owned by the company, and they are constantly trying to obtain more.

Forty-four carloads of material arrives and is used each day on the streets.

The largest size of any asphalt paving plant is in operation.

A rock screen is in operation which loads 400 wagons daily, scooping the material from the creek bed.

Three steam rollers are in constant operation.

One large grader is in use, which plows up the streets and loads the dirt onto patent dump wagons.

Eighty patent dump wagons are in use.

Ten thousand sacks of cement are piled upon the streets of the city. Fifteen thousand sacks are held as a reserve force in the warehouse in case a freight tie-up should occur, so that the work need not be delayed.

Three barges are stationed at Gold Ray and are used for pumping sand from the river bed onto cars. From \$10,000 to \$15,000 is paid monthly to the Southern Pacific company for freight charges.

Fifteen thousand dollars is the average monthly payroll, or over \$600 a day.

A large concrete mixer and a second one ordered.

The company has already completed the paving of West Tenth

By the first of August the company will have completed South Riverside, South Holly and South Central. On these three streets the concrete base is already laid and is ready for asphalt surface.

The concrete base is now being laid on South Central.

Curbs and gutters have been placed on Laurel, Eighth and North Riverside and curb is now being laid on North Central.

So great will be the amount of cement, Genessee street and East Main street.

ment used in the city that Mr. Clark estimates that the sacks which he will return and on which he is allowed 10 cents each will amount to \$20,000. In other words, 200,000 sacks of cement will be used on Medford's streets.

Those are the figures which will give you some idea of what it means to handle a million-dollar paving job. A second large concrete mixer has been ordered, for the pavers are crowding the cement gang too closely.

Mr. Clark's office is in his automobile. From one part of the city to another he is constantly traveling, seeing that all parts of the work is progressing as it should. East side, west side, north and south I was hurled in his auto Friday afternoon, until I began to think that there was not a street in the city that had not some part of his crew upon it. So long has Mr. Clark been driving over town-up streets that he thinks nothing of hurdling sewer trenches, plowing through heaps of gravel and dodging heavy wagons and telegraph poles. It is an education for a man

to ride with him, although it seems at times as if your education would be brought to an abrupt end. As he drives his auto he is driving a big job with all of the vim and vitality that six feet of brawn at 30 can muster.

First we shot down North Central to where the huge grader, operating like a huge harvester, was tearing out the roadbed and piling the dirt onto dump wagons. Fifty men are at work in this crew and they are tearing up the streets in fast shape. After a word or two there with the foreman Mr. Clark hurried me down to North Riverside, where a large gang was engaged in putting in the concrete curb and gutter. This gang is spread out for some distance and comprises 120 men.

Next we visited the concrete layers on South Central and there we found 25 men employed. These men are all experts with the exception of a few muckers. A small rail track runs up an incline to the top of a large mixer, run by a large gasoline engine. Up this track are hauled cars of material, which is dumped into the mixer. From the mixer it passes into large carts especially constructed and is hauled off to where it is being laid on the streets. Here is a crew of six men, who are experts at spreading the concrete so that a uniform grade is maintained. This is put down rapidly. Then in three or four days the crew handling the binder follows.

From the concrete mixers we went to the south end of Central, where the large paving plant is in operation. Here is a plant that represents the latest ideas in the art of paving.

Huge vats of boiling asphalt are seen as well as great ovens in which the material with which the asphalt is mixed is heated. There is a vast amount of noise and great clouds of dust. Men with dirt peep at you from all parts of the huge plant and it is with relief that one completes a tour of inspection and gets out into the sunlight again. Crude oil is burned and is kept in a huge concrete tank beneath the plant. There is nothing of a temporary or a makeshift order to be seen here.

The asphalt wearing surface is put down by a gang of 15 men, all of them burly negroes. This gang is one of the most expert in the employ of the company and has been with them for a number of years. They spread the material and do the finishing.

One could write columns about the big job—of the stables, of the blacksmith shops, of the oil room, of buying axle grease by the barrel, of the fire department, of the thousand and one countless details which are included in this huge job. That Mr. Clark is prepared for an emergency of nearly every kind is shown by the fact that he has even erected a tank at the plant in which he keeps several thousand gallons of water for use in case the city supply should fail. It would be something entirely unexpected indeed that would catch him napping. So thorough is the system to which the work is reduced that if a foreman should stop a man for a half hour from hauling gravel in order that he might haul a bit of lumber the office force would know it that evening. The system is the keynote of the whole affair. Every man

is timed on his trips between the plant and the street and every load of material is checked up. There are no leaks.

It is a big job that Mr. Clark has on his hands—a job that many a man would fall down on. But he will drive it to the last ditch, for he is full of the optimism of youth and is not afraid of hard work. HIX.

REJECT ALL OFFERS TO ARBITRATE RAIL STRIKE

TORONTO, Ont., July 23.—The offer of the minister of labor to furnish a board of arbitration to settle the dispute between the Grand Trunk railroad and its striking employees has been rejected.

Vice-President Barry of the conductors declared the men were "arbitrating in their way and doing a good job of it, too."

The strikers' committee, replying to the minister's offer, accepted, but only on terms that they believed would be rejected.

The strikers wanted to name two of three arbitrating board, mentioning P. H. Morrissey of the switchmen and E. E. Clark of the interstate commerce commission, formerly head of the Order of Railway Conductors, as their choice for the two places.

President Hayes of the Grand Trunk replied, rejecting the offer made by the minister.

Office workers nearly always secure their positions through advertising or answering want ads. For "business" is done mostly in a "business way."