

**MEDFORD MAIL TRIBUNE**

AN INDEPENDENT NEWSPAPER PUBLISHED DAILY EXCEPT SATURDAY BY THE MEDFORD PUBLISHING CO.  
A consolidation of the Medford Mail, established 1833; the Southern Oregonian, established 1892; the Democrat-Times, established 1872; the Ashland Tribune, established 1895; and the Medford Tribune, established 1905.  
GEORGE PUTNAM, Editor and Manager.  
Entered as second-class matter November 1, 1906, 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 and Central Point .50  
Sundays only by mail, per year 2.00  
Weekly, per year 1.00  
Full Licensed Wire United Press Dispatches.

The Mail Tribune is on sale at the Perry News Stand, San Francisco; Portland Herald, Portland; Bowman News Co., Portland, Ore.; W. O. Whitney, Seattle, Wash.; Hotel Spokane News Stand, Spokane.

**SWORN CIRCULATION.**

Average daily for	1,700
November, 1909	1,842
December, 1909	2,122
January, 1910	2,503
February, 1910	2,591
March, 1910	2,592
April, 1910	2,524
May, 1910	2,524
June, 1910	2,524
July, 1910	2,524
August, 1910	2,524
September, 1910	2,524
October, 1910	2,524
1. . . . .	2775
2. . . . .	2775
3. . . . .	2775
4. . . . .	2775
5. . . . .	2775
6. . . . .	2775
7. . . . .	2775
8. . . . .	2775
9. . . . .	2775
10. . . . .	2775
11. . . . .	2775
12. . . . .	2775
13. . . . .	2775
14. . . . .	2775
15. . . . .	2775
16. . . . .	2775
Total	69,895
Average daily, 1910	2,795

**STATE OF OREGON, County of Jackson, ss:**

On the first day of November, 1910, personally appeared before me, George Putnam, manager of the Medford Mail Tribune, who upon oath acknowledges 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 the fastest growing city in Oregon.  
Population, November, 1910, 10,000.  
Five hundred thousand dollar Gravity Water System completed in July, 1910, giving finest supply pure mountain water.  
Sixteen miles of street being paved at a cost exceeding \$1,000,000, making a total of twenty miles of pavement.  
Postoffice receipts for year ending June 30, 1910, show a gain of 26 per cent.  
Banner fruit city in Oregon—Rogue River Spitzenberg apples won sweepstakes prize and title of "Apple King of the World" at the National Apple Show, Spokane, 1909, and a car of Newtowns won First Prize in 1910.

**MEDFORD'S BATTLE AGAINST UNJUST RATES.**

THE opening battle in the Medford rebellion against rate discrimination has been fought, the taking of testimony being concluded yesterday evening, and the case has passed to the next stage of briefing, when it will then stand submitted to the interstate commerce commission for a decision.

Briefly, the complaint is against rates from Medford to points within 120 miles radius in California, which, being interstate traffic, is under the jurisdiction of the federal commission, but primarily it is the preliminary battle of a series that is being brought to secure freedom from rate discrimination against the southern Oregon and northern California communities.

The economy of railroading is to carry shipments to a central point in carload lots, where the shipper loads and unloads the car without expense to the carrier, and where the full loading capacity of the car is used thence distribute it in small lots on short hauls to consuming communities, whose consuming capacity does not permit of buying merchandise in carload quantities.

Medford, being equal distance between Portland and Sacramento, is ideally located from a traffic standpoint for economical distribution of goods, both in expense to the carrier and a saving in freight charges to the consumer, if the adjustment of rates were such as to correspond to the ratio of expense entailed by the carrier.

The unit of cost used by the railroad is what is termed the "ton mile," that is, to move one ton of goods a distance of one mile. The farther the distance the goods are moved the greater the total cost, but a corresponding decrease in the rate for the ton mile.

The initial expense in the transportation of goods is getting the goods into the car. This expense is designated as assembling cost, which stands as a fixed charge against a shipment, whether it moves one mile or one thousand miles, and the ton mile cost is made up of this charge and the cost to move the goods to destination. Dividing the assembling cost by the number of miles hauled determines the decreasing ton mile cost as the distance hauled increases, therefore the long haul with a full carload is the economics of railroading.

Where shipments move in carload lots the expense of loading and unloading falls upon the shipper and where in less than carload lots the expense of handling falls on the carrier in addition to providing temporary storage until the goods are removed from the freight depot. This condition of transportation therefore entails a greater cost on the carrier to handle shipments in less than carload than in carload quantities with the further expense in transportation by reason of having to move a greater weight of the car to the contents of the car. A concrete example is taken from the testimony introduced by Attorney McCune for the complainant, which illustrates the carrier's cost of moving carload and less than carload shipments.

The average cost to move an empty car on the Southern Pacific railroad is shown to be four and two-tenths cents for each mile the car is hauled. Therefore, to move an empty car from Portland to Medford would cost the carrier \$13.82, and to move an empty car from San Francisco to Medford would cost the carrier \$18.60. Now load 100 pounds in the car and the total cost from Portland to Medford would be \$13.85, or a cost of three cents above the cost to move the empty car, but it has cost the carrier \$13.85 to move 100 pounds of goods 329 miles, or at the rate of \$277 per ton, for which it receives 88 cents, or at the rate of \$17.60 per ton or a loss of \$259.60 per ton to handle a 100-pound shipment loaded separately in a car from Portland to Medford.

To move a carload containing 20 tons from Portland to Medford would cost the carrier \$31.85, or at the rate of \$1.59 per ton for the contents as against \$277 for the 100 pound shipment. On the carload shipment the company earns \$316, or makes a profit of \$284.15 as against a loss of \$259.60 on the 100-pound shipments. Less than carload shipments average about five tons to the car against 20 tons to the carload, making the cost to the carrier of handling less than carload shipments about seven times greater than the average cost for carloads.

It therefore follows that the long haul distribution of less than carload shipments is neither economical nor profitable to the carrier, nor just to the consumer, when the adjustment of rates is such as to create and protect a jobbing point remote from a natural center of distribution such as Medford geographically holds. The Southern Pacific company can handle shipments into Medford in carload lots and back haul in less than carload lots to Dunsuir and save money as against hauling consignments in less than carload shipments from San Francisco to Dunsuir. Why does not the Southern Pacific company awaken to this fact of economy and so adjust the rates as to give Medford the freedom of the market upon an equal basis with Portland and San Francisco and thus enable the consumer to get his goods at a less transportation cost than now and yet save money to the carrier?

While the volume of tonnage actually involved in the issue is not large at present, owing to the inability of shippers to meet the prices of San Francisco and Portland, yet the principle involved is of such importance as to arouse the Southern Pacific company to great effort to defeat justice for Medford and the involved territory. They swore eight witnesses who hold high official positions and were represented by an attorney of ability, but it was evident that their position in defense was made untenable under the severe cross-examination to which they were subjected by attorney for plaintiff, who secured from their chief witnesses detailed admissions that the cost of surmounting the Siskiyou incline was no greater for shipments moving from Medford than from San Francisco or Portland. The meat of the contention of the Southern Pacific company was that it was more costly to handle shipments from Medford up the heavy grades than when moving from other points up the same grade. It is clear then that the defense of the Southern Pacific company being torn to shreds, that the claim of Medford has been justified and established in this preliminary battle for commercial liberty.

**THE NORMAL'S DEFEAT.**

THE three normal schools were located in the three counties of Polk, Umatilla and Jackson. Only one, that at Monmouth, was endorsed by the people.

Polk gave a heavy vote for its own school at Monmouth, and defeated the other two by heavy majorities, especially the Ashland school.

Umatilla gave a heavy majority for Weston, and a bare majority for the other two normals.

Jackson gave a majority of 2801 for Ashland, 1631 for Monmouth and 1678 for Weston.

That is the difference between the counties. Jackson is liberal minded, believes in higher education, and is progressive. Polk, supremely selfish, only had its eye on its own interests. Had not it had a proposition of its own, its vote would have been against all three.

An analysis of the unofficial returns show that all Willamette valley counties, excepting Lane, voted heavily

against the normals. The discrimination against southern Oregon was marked. The spirit of the Salem hog, that wants no state institutions elsewhere, was strongly in evidence.

Considering the effort put forth in its behalf, Ashland's normal made a good showing. It did not have the advantage of a strong alumni, as the other schools had. Only \$700 was raised for its campaign, much of which was spent to circulate the initiative petitions. Ashland people should have raised several thousand dollars and made an aggressive fight, but Ashlanders are not used to spending their money for the common good. They have not learned to give freely.

GUIDED by an early press dispatch, the Mail Tribune stated that Minneapolis had elected a socialist mayor. Minneapolis papers at hand state that Mayor James C. Haynes, democrat, was elected to his fourth term by a plurality of 44.



**L. A. GREGORY**  
Photographer

Solve the Xmas present question by having some good photos for gifts. Very acceptable and not expensive. Please make sitting by appointment.

**ALL BUSINESS HOUSES TO CLOSE**

Every business house in Medford will close tomorrow afternoon between the hours of 3 and 4 o'clock in respect to the memory of Warren Bodge, who was killed Saturday evening, when chemical wagon No. 1 collided with a telegraph pole while responding to an alarm.

Mr. Bodge had been a member of the department about three months. He was at the station house when the call came in and died in the performance of his duty.

The funeral will be held at 3 o'clock. The firemen plan to attend in a body.

Charles J. Gay was at Jacksonville Tuesday on official business. Joseph E. Kelly was in Medford from the farm Tuesday.

**WASH THAT ITC. AWAY**

It is said that there are certain springs in Europe that give relief and cure to Eczema and other skin diseases. If you knew that by washing in these waters you could be relieved from that awful itch, wouldn't you make every effort to take a trip to Europe at once? Would you not be willing to spend your last cent to find the cure?

But you need not leave home for these distant springs. Relief is right here in your own home town!

A simple wash of Oil of Wintergreen, Thymol and other ingredients as compounded only in D. D. D. Prescription will bring instant relief to that terrible burning itch, and leave the skin as smooth and healthy as that of a child.

If you have not already tried it, get at least a 25-cent bottle today. We assure you of instant relief.

Medford Pharmacy, near postoffice.

**TO TRADE OR EXCHANGE.**

The furniture of a 42-room hotel in Coeur d'Alene, Idaho. One of the very best cities of the northwest, of 10,000 people, two railroads and interurban lines, and two new railroads building in. Steamboats plying rivers and lakes. For furniture of a hotel or rooming house in Medford, or would trade for a fire insurance business or interest in one and a home in Medford. This place of ours in Coeur d'Alene is A No. 1, makes 40 per cent on the investment. Furniture and building new and modern. Our object in wanting to trade is to get further south. There is no better city in the northwest, or east cities even, where there are so many opportunities to make money as in Coeur d'Alene, Idaho. Immense forests, lakes and rivers and valleys all around Coeur d'Alene. Four big lumber mills, each sawing 300,000 feet a day here.

Address, S. B. GRAHAM, care Elite Hotel, Coeur d'Alene, Idaho. 107

**DIAMOND**  
**I** Watches---**Diamonds** **I**  
**A** Clocks **Right Goods** **Sold at** **Novelties** **M**  
**M** **Right Prices** **O**  
**O** **Cut Glass and Jewelry** **N**  
**N** **115 East Main Street** **N**  
**DIAMOND**

**WE ASK YOU**

No. 7701.  
REPORT OF THE CONDITION OF  
**The First National Bank**  
at Medford, in the State of Oregon, at the close of business November 10, 1910.

**RESOURCES.**

Loans and discounts	\$ 502,255.69
Overdrafts, secured and unsecured	2,202.07
U. S. bonds to secure circulation	100,000.00
U. S. bonds to secure U. S. deposits	1,000.00
Premiums on U. S. bonds	7,662.50
Bonds, securities, etc.	218,377.68
Due from national banks (not reserve agents)	22,650.00
Due from state and private banks and bankers, trust companies and savings banks	446.01
Due from approved reserve agents	492.77
Checks and other cash items	135,251.09
Notes of other national banks	42,813.77
Fractional paper currency, nickels and cents	2,540.00
Lawful money reserve in bank, viz:	96.98
Special	\$62,690.65
Redemption fund with U. S. treasurer (5 per cent of circulation)	5,000.00
Total	\$1,104,579.61

**LIABILITIES.**

Capital stock paid in	\$ 100,000.00
Surplus fund	27,500.00
Undivided profits, less expenses and taxes paid	12,277.37
National bank notes outstanding	100,000.00
Due to other national banks	1,841.77
Due to state and private banks and bankers	6,234.10
Dividends unpaid	75.00
Individual deposits subject to check	60.00
Demand certificates of deposit	770,511.91
Time certificates of deposit	23,587.36
Certified checks	61,392.10
United States deposits	1,000.00
Total	\$1,104,579.61

State of Oregon, County of Jackson, ss:  
I, M. L. Alford, cashier of the above-named bank, do solemnly swear that the above statement is true to the best of my knowledge and belief.  
M. L. ALFORD, Cashier.  
Subscribed and sworn to before me this 15th day of November, 1910.  
J. W. BERRIAN, Notary Public.  
Correct—Attest:  
WM. S. CROWELL,  
F. K. DEUEL,  
CHAS. STRANG,  
Directors.

**The Strongest Bank in Southern Oregon**

**FIRST NATIONAL BANK of Medford**  
WM. S. CROWELL, President  
M. L. ALFORD, Cashier  
F. K. DEUEL, Vice-President  
ORIS CRAWFORD, Assistant Cashier

**Where to Go Tonight**

**U-GO** High-Class Vaudeville and Moving Pictures.  
TONIGHT **ALFREDO**, Tramp Musical Comedian, Quartet Singing by Musical 4. Solo by Mr. Vanners. Instrumental Selection. 3-REELS-3.  
Doors open at 7 p. m. Children 10—U-GO—Adults 20. Matinee Every Saturday and Saturday 2:30.

**THE SAVOY**

Medford's Exclusive Picture Theater. Latest Licensed Photographs.  
One Dime—No More—One Dime.

**THE ISIS THEATRE**

The place where you can always spend a pleasant hour and have a hearty laugh. Drop in and see  
**ARMSTRONG & HALLY**, Hear their jokes, songs and music. They will only be with us two more nights, closing Wednesday night. If you call and see us you won't go home displeased. We have for this change of pictures  
1—The Tyranny of the Dark.  
2—A Corsican Vendetta.  
3—Hank and Lank (a comedy).  
Illustrated song, "Childhood," by Harry Bluehard. Matinee every Saturday and Sunday at 2:30.

**NATATORIUM**

SKATING EVERY AFTERNOON AND EVENING. If you can walk you can learn to skate.  
Best Music in the West.

**"NAT" THEATRE**

Very latest Moving Pictures. Entire change every Sunday, Tuesday and Friday.  
Matinee every Saturday and Sunday, 2:30 p. m.  
A cozy theater and comfortable seats.  
10c—ADMISSION—10c.