

MEDFORD MAIL TRIBUNE

GEORGE PUTNAM, Editor and Manager.

Printed as second class matter November 4, 1909, at the postoffice at Medford, Oregon, under the act of March 3, 1879.

THE DUPLICITY OF PORTLAND.

THE appearance by an attorney of Portland in the Medford rate cases heard before the state railroad commission at Medford on the 29th of November for distribution rates out of Medford on parity with those established by the commission out of Portland and for reasonable inbound rates into Medford is an example of duplicity rarely found.

Attorney Winifree appeared, as he at first stated, to plead for the consideration of Grant's Pass, Roseburg and other towns, that they be given the benefit of any reduction that Medford might secure. Attorney Winifree was asked: "Have Grant's Pass and other towns employed you to represent them here?" To this question he replied, "No." "Then who are you representing?" was asked. "The transportation committee of the Portland chamber of commerce," he answered. "Who is this committee of the Portland chamber of commerce?" was next asked. "This committee is composed of Portland jobbers and manufacturers." "Then you are here expressly in behalf of the Portland jobber?" was the next question. To this question Attorney Winifree promptly and emphatically replied: "Yes, sir."

The pretext for Portland's appearance in the Medford suits was a solicitude for Roseburg and other towns. The exact truth was the selfishness of the Portland jobber, even the manufacturer was forgotten.

The economy of railroading is in full carload hauls to natural points of distribution where goods may be re-shipped for a distance of 150 miles in either direction in less than carload shipments. Long haul distribution is impracticable, uneconomical to the carrier and excessive in rates to the consumer. Distribution from Portland to Medford and points within a hundred mile radius of Medford is under condemnation as unnecessary and a maximum of expense to the railroad.

Bearing in mind that the average lading of a car with less than carload shipments is five tons to the car, in addition to there being a handling expense in loading and unloading, and that full carload shipments average nearly 20 tons to the car, it at once appears that there must be a wide difference in cost to the carrier to handle these different quantities. Testimony was introduced in the Medford case showing this difference in cost to the carrier by comparing the haul from Portland to Medford. In the matter of difference in the loading of the car, that is, contents of the car to the weight of the car, the excess cost of less than carload shipments to that of carload was \$2 per ton, but when all items were taken into account the difference was seven times more of a cost to handle less than carload shipments than full carload shipments. In other words it cost approximately \$11.41 per ton to haul less than carload shipments from Portland to Medford as against \$1.59 per ton for carloads, or \$9.82 the ton more for the less than carload.

A full carload shipment of 20 tons can be shipped from Portland to Medford and five tons, the average less than carload tonnage, shipped back toward Portland as far as Deady, 142 miles from Medford, at an equal cost to the carrier as compared with a five-ton shipment from Portland to Deady. Now consider for a moment that a carload shipment brought into Medford and less than carload quantities shipped from Medford to Ashland at a rate upon an exact equality with the through less than carload rate from Portland where the difference in cost to the carrier is nearly \$10 the ton less for handling the Medford shipments, the enormity of the discrimination against Medford and Ashland strikes awe in the mind of the reasoner.

With this appalling discrimination against Medford demonstrable and demonstrated, Portland jobbers still seek to continue their strangle hold on the business of Southern Oregon to the exclusion of the Portland manufacturer who must meet eastern competition right at the door of his own factory. Give Medford an opportunity to buy in the home markets and ship in from the factory at reasonable carload rates, such as asked for from the commission, and the Portland manufacturer will have a market away from home better than under the present unjust and impracticable long haul distribution from Portland.

The commodity rates asked for by Medford from Portland are manufacturer's rates and they are in the interest of home production and distribution. Unless such an adjustment of rates as prayed for by Medford are established for Oregon, the manufacturing industry cannot thrive and the Portland jobber will continue to throttle local manufacture as he has in the past.

There is no instance in as populous sections as Southern and Eastern Oregon where long haul distribution of 400 miles exists as it does in these sections. Illinois has her Chicago, Peoria, Rock Island, and St. Louis as jobbing points, and other states, such as Iowa, Nebraska, Kansas, Minnesota and even Washington all have jobbing centers where the bulk of the less than carload haul does not move to exceed an average distance of 80 to 100 miles, but here in Oregon the less than carload movement is from border to border all in the interest of the Portland jobber, in a loss of profit to the carrier and excessive rates to the consumer.

The Portland manufacturer's interest lies in carload rates from Portland to Medford that will permit of shipments being made to Medford and the surrounding territory supplied from Medford and therefore is against the policy of the Portland jobber, who has the range of the markets of the world upon a more favorable rate basis than the Portland manufacturer. It would, therefore, seem that the Portland manufacturer is the cat's paw in the Medford cases, and that he has no proper representation of his interests in co-operation with the Portland jobber who is fighting any readjustment that will enable the manufacturer to supply interior merchants who wish to do a jobbing business.

Where to Go Tonight

New Attraction at THE ISIS THEATRE

The place where you can always spend a pleasant hour and have a hearty laugh.

Entire Change of Program.

3-REELS OF PICTURES-3

ALL NEW SUBJECTS.

OPEN SUNDAY THE MAYFAIR TRIO

EUROPEAN CHARACTER

Change Electrical Novelty.

Singing, Talking and Dancing

1-Billy's Sister.

2-For her Country's Sake.

3-Max is Absent Minded.

SONG

MOONLIGHT MAKES ME LONELY

Matinee every Saturday and Sunday at 2:30.

NATATORIUM

EXTRA.

Midget Race and Relay Race Between Ashland and Medford

Next Wednesday.

"If you can walk you can learn to skate."

BOWLING.

Best Music in the West.

"NAT" THEATRE

This Afternoon and Evening

4-REELS-4

SIX PICTURES

Entitled.

1-Delightful Dolly.

2-Silver Plume Mine.

3-Dr. Geoffrey's Conscience.

4-Indian Chief's Generosity.

5-Joe Plain Dog.

6-Game and Heart.

All these pictures are selected and are into films.

Admission 10 cents.

10c-ADMISSION-10c.

Lacey Theatre

Medford's Exclusive Picture Theater.

Latest Licensed Photographs.

One Dime—No More—One Dime.

U-GO High-Class Stock Co.

TONIGHT

For Four Days Only. Beginning Sunday December 4th.

DONT FAIL TO SEE

MARJORIE MANDVILLE STOCK COMPANY

In a beautiful four-act Comedy Drama.

DORA THORNE

From Bertha M. Clay's Novel

Directed by L. E. Athey's

Specialties between acts by Miss Mandeville.

Beginning Tuesday, Dec. 6

MY FRIEND FROM INDIA

Three act Comedy

by Miss Mandeville.

UGO ORCHESTRA

Directed by Anna Aubrey Eames.

RESERVE YOUR SEATS BY PHONE—MAIN 2971.

AT THE CHURCHES.

Methodist Church.

Methodist church South, corner of Main and Oakdale. Sunday school at 10 a. m., preaching at 11 a. m., followed by the Sacrament of the Lord's Supper; Epworth league, 6:30 p. m.; preaching, 7:30 p. m. Everybody welcome. J. P. Hipps, pastor.

First M. E. Church.

Corner Fourth and Bartlett. Sunday school 9:45, preaching 11:00. Epworth league 6:30, preaching 7:30 p. m. A cordial welcome extended to all.

Christian Science.

Service Sunday at 11 a. m. Subject of lesson, "God, the Only Cause and Creator." Sunday school at 10; testimonial meeting Wednesday, 7:30 p. m. All are welcome. 128 North Grape street, north Sherman-Clay music house.

TOO LATE TO CLASSIFY

FOR SALE—Exceptional bargain: 1910 Chalmers Detroit "30." See Ira J. Dodge, Fruitgrowers' Bank bldg.

STOCK ADJUSTING SALE

A uniform 25 per cent reduction on our entire Stock of Tailored Suits,

Ladies' Coats, Children's Coats, Raincoats and Dresses

From our already modest price, which means much more than the ordinary reduction. **COATS WITH QUALITY**—Take a look at our coats, compare them with the best. They are duplicates of the best shown in New York City, superior in quality, superior in style, superior in make to what you see elsewhere. Many of these garments haven't been on our racks two weeks. Priced at from **25 Per Cent \$15.00 to \$55.00**, from which we deduct.

Suits With Character at 1-4 Off

What a chance to get a fine Suit so early in the season at such a saving—

\$65.00 Tailored Suits.....	\$48.75
50.00 Tailored Suits.....	37.50
45.00 Tailored Suits.....	33.75
25.00 Tailored Suits.....	18.75
19.50 Tailored Suits.....	14.75

Careful alteration a feature of our Suit and Coat service



Millinery Reduced 1-4 to 1-3

CHRISTMAS SUGGESTIONS—Silk Petticoats always appreciated. We start the line at a special value at **\$4.95 up to \$15.00**. Hand Bags make acceptable gifts. We show many novel new shapes in leather, also in German silver at **\$1.50 to \$16.50**.

Umbrellas for Gifts—Ladies' and Gentlemen's at from \$1.50 to \$15.00

FURS FOR CHRISTMAS

We know of nothing that would be more appreciated. We say without hesitancy that our showing is the largest in the city. Rightly priced stoles as low as **\$1.95**; set as high as **\$97.50**.

Many Other Useful and Acceptable Gifts

Handkerchiefs, Neckwear, Jewelry, Hat Pins, Belts, Plumes, Shawls, Scarfs; everything in this vast showing is new.



If it comes from Ahrens, it is right.

222 WEST MAIN ST. ST. MARK'S BLDG.

FOR SALE
7 acres bearing orchard, 2 miles out, buildings, good income, trade for acreage.
10 acres nicely located, close in, good buildings, trade for city lots will make good sub-division.
Fine herd of 70 goats and dog, \$250
Span broken 2 year old colts, 1000 pounds, \$325.
5 passenger, 4-cylinder Buick, trade for city lots.
8 acres 9 year Newtown with pear fillers, \$500, terms, close in.
20 1-2 acres, 2 miles out, 7 year Newtown and Bartlett, fine bungalow, barn, all tools, trade for income property.
5 1-2 acres, 7 year orchard apples and pears, 1 mile to post office, 7 room house, barn, \$8950
Small bearing tract apples and pears all varieties, close in, \$1200 per acre, nothing better in the valley.
20 acres, 2 miles from post office, 7 year Newtowns, and 2 year pears \$300 per acre, cut for quick sale.
10 acres, 3 miles from Central Point, 7 acre Comico and Bose pears 4 years old, 2 1-2 acres 1 year old Bartlett, \$3500, terms.
CITY PROPERTY.
Fine new bungalow, east front \$2200 on paved street, cut Monday only.
1 room house, fine lot, business property, snap at \$1600.
1-room bungalow, bath, pantry close in, \$2100, terms.
2 4-room houses, one furnished, good location, \$2100, terms.
1 rooming houses, under price quick sale.
Fine lot in Slakivon Heights, \$400 off this week only.
Closely lot and buildings, \$1100 and easy terms.
WANTED.
2 span ranch horses.
E. F. A. BITTNER
Phipps' Building Medford



Victor-Victrola X \$75.00

What Shall I Get my Family for Christmas?

What would please your family more than a Victrola or Amberola? This is a Xmas present that lasts the whole year, giving pleasure to all every day in the year.

GRAMOPHONES FROM \$10 TO \$50
EDISONS FROM \$12.50 TO \$250

Whetsel Music Co.

131 WEST MAIN STREET

Back Again

From a trip through the Dakotas, Minnesota, Iowa and Nebraska, the section from which most of settlers in the Rogue River Valley are coming. Mr. Huntley has just returned from his second trip through these states within the last four months, and, as a result, our facilities for selling property

Are Better Than Ever

Many new agencies have been established, and we are in communication with a large number of prospective homeseekers.

Land Owners

of HIGH-CLASS property, who earnestly desire to sell, should list their property with us. None but the best accepted.

Buyers

are invited to inspect our carefully selected list.

Huntly-Kremer Company

214 Fruitgrowers Bank Bldg