

MEDFORD MAIL TRIBUNE

AN INDEPENDENT NEWSPAPER PUBLISHED DAILY EXCEPT SATURDAY BY THE MEDFORD PRINTING CO.

A consolidation of the Medford Mail, established 1882; the Southern Oregonian, established 1902; the Democratic Times, established 1872; the Ashland Tribune, established 1896; and the Medford Tribune, established 1896.

GEORGE PUTNAM, Editor and Manager

Entered as second-class matter November 1, 1909, at the postoffice at Medford, Oregon, under the act of March 3, 1879.

THREE SETS OF 4 GENERATIONS AT ONE XMAS DINNER

Notable Gathering at Home of W. C. Wilson Yesterday—Four Generations Can Be Traced in Three Different Ways

With three great grandparents present, with it possible to trace four generations in three ways, the Christmas dinner given by Mr. and Mrs. W. C. Wilson of this city, Christmas was a notable one in many ways and one which it is not possible to duplicate often.

Tracing the four generations beginning with the eldest grandparent, there was present J. L. McAbnon, aged 77, his daughter, Mrs. W. C. Wilson, aged 48, her son Elmer E. Wilson, aged 23, and his son Orville Wilson, aged six weeks.

The next in traced this way: D. F. Wilson, aged 74, his son W. C. Wilson, aged 59, his son Elmer E. Wilson, aged 23, his son Orville Wilson, aged 6 weeks.

The third: Mrs. Hurst, aged 71, her daughter Mrs. Riley, aged 49, her daughter Mrs. Elmer E. Wilson, aged 20, her son Orville Wilson, aged 49.

This notable gathering spent Christmas day together and had a most enjoyable time. During the day many friends called to offer their felicitations.

84TH BIRTHDAY SURPRISE PARTY GIVEN E. K. ANDERSON

Friday was the 84th birthday of E. K. Anderson, and members of the family arranged a surprise party in honor of the event, the gathering being held at the home of Mr. and Mrs. Anderson on East Main street in Ashland, says the Record. Mr. Anderson was born in Indiana, December 20, 1826, and came to Jackson county in 1851. He took up a valuable piece of land as a government donation claim on Anderson creek, near Talent, and resided on it until the place was sold within the past year, when he and Mrs. Anderson moved to Ashland. Mr. Anderson is hale and hearty and takes an active interest in business and public affairs, and promises to be with us for many more birthdays.

FIREMAN PROVES HIMSELF HERO

Unassisted He Rescues Captain and Carries Him to Safety From Burning Building—Fire in Phoenix Building

PORTLAND, Ore., Dec. 26.—Unassisted Louis Simon, fireman of hose company No. 1, rescued Captain James Delaine of Engine company No. 3, who had been overcome on the fifth floor of the Phoenix building, Fifth and Oak streets, during a fire early today and carried him down the fire escape to safety.

Large crowd, which had gathered, cheered the heroic fireman to an echo as he fought his way down the ladder through the smoke and flame with his unconscious burden. The fire broke out on the top floor of the structure shortly after midnight. For a time it threatened to destroy the building. The firemen had been driven to the windows from the inner and Captain Delaine was overcome before he could reach the outer air. The fire was raging all about when his men missed him. Simon volunteered to find his chief and disappeared into the smoke. A few moments later, he fought his way back to the windows, carrying Delaine.

The top floor of the structure was gutted. It was occupied by the Richbach Clothing company. Other firms on the lower floor suffered heavily from water.

CHRISTMAS DAY IN THE ROGUE RIVER VALLEY.

“WHAT is so rare as a day in June?” Christmas day in the Rogue River valley.

A perfect day with the breath of spring in the balmy air, with golden sunshine showing a smiling old earth, with purpling haze fringing the verdure-clad skyline, and the “peace that passeth understanding” brooding over the picturesque valley.

Soft, tender, little new-born green things are noiselessly forcing their way through the moistened earth, with pledges of the flowered glory still to come. The adjaent hills resound with the whistled melody of meadow larks, a joyous carol to the Christmas.

Copious rains have cleansed from earth the forgotten luxuriance of summer and the multi-colored splendor of the autumn. Nature, cleaning away the old and preparing for the new, pauses to view her work. Expectant promise fills the dreamy atmosphere in this “bridal of earth and sky.”

Soft and brown are the leafless trees, but the long black furrows are being carpeted in green and the hillsides losing their garb of seared grasses. The fields are dripping with moisture and a tiny rill trickles down each gully. Streams long dry, joyously murmur brimfull. Nature is preparing as she has ever prepared since the “morning stars first sang together,” for the fragrance and the fragile beauty of the season soon to come, for the long sunny days of mid-summer splendor, for the ripening glory of the harvest.

If ever a day held forth the promise of “peace on earth, good will to men” that day is Christmas day in the Rogue River valley, in the year of our Lord nineteen hundred and ten.

GREAT INCREASE IN S. P. EARNINGS JUSTIFIES RATE REDUCTION ASKED

Railroad Commission of State Files Its Brief in Injunction Suit—Statistics Are Given Showing Roads Are Very Prosperous.

Table showing Southern Pacific Gains with columns for Increase Per Cent and various revenue and expense items.

Asserting that the Southern Pacific company, on its lines in Oregon, had increased its net earnings on the same mileage from \$237,929.56 in 1896, to \$4,139,119.12 in 1910, an increase of 1740 per cent, the railway commission of Oregon has filed in the United States circuit court a reply to an application for a restraining order to prevent the enforcement of a demand that the Southern Pacific reduce its rates in the Willamette and Rogue river valleys. The order was issued September 23, 1910.

The railway commission filed the affidavits of Thomas K. Campbell, member of the commission, J. P. Newell, an engineer; Frank J. Miller, a member of the commission; J. M. Riley, jr., an accountant, and W. C. Earle, an engineer. The facts involved in the issuance of the order of the railway commission demanding a reclassification which would in turn bring a reduction of rates charged are gone over.

Statistics Are Given. The order issued by the United States circuit court was based upon the assumption that if the rates went into effect the order would curtail the revenues of the company in such a manner as to result in virtual confiscation. It is this charge that the state railway commission endeavors to controvert and the facts presented are largely of a statistical nature, going into the earnings of the company, its mileage and its constructing and operating divisions.

as the state line has been exceedingly profitable. The number of miles operated in 1896 was 656.42. In 1907 it had increased nearly 10 miles, to 666.07. In 1910 the mileage was 684.80, an increase of more than 13 miles. In other words, it is asserted that the Southern Pacific line in the state had increased only 28 miles in the income account of the road, it is asserted, the passenger receipts increased since 1896 from \$626,881 to \$4,462,283 in 1910, an increase of 542 per cent. In freight revenues it was 6716,416 in 1896, and \$4,069,381.34 in 1910. The total income in 1896 was \$1,564,322 and in 1910 \$8,659,945, while the operating expenses were \$1,326,392 in 1896 and \$4,520,526 in 1910.

The design of the commission is to show the basis upon which it issued its order, and it is declared that the profits of the Southern Pacific in Oregon are so large that this alone is sufficient cause for the issuance of the order.

Rates Not Related. The second point involved in the suit is that of “unjust discrimination in the charges made in the various classes” as compared with the percentage which should exist between the classes in the rate sheet. This feature of the railway commission’s answer emphasizes the statement that there has been marked tendency on the part of the railways of the country to eliminate the commodity and special commodity rates, which are lower than the class rates, and to throw the article already affected into class rates. There also has been a tendency to increase the carload minimum. In 1889 it was 20,000 pounds, while in 1910 it is from 10,000 to 36,000 pounds and even higher on some commodities. Coupled with these have been the improvements in the roadbed and in equipment, all of which have tended to reduce the cost of operation.

Western Classification. It is pointed out that the form of classification used in the western form, which is used uniformly west of Chicago and provides for four classes in less than carload lots, first, second, third and fourth; and six others designated as carload classes, fifth, A, B, C, D and E. These are so arranged that the rates charged become lower as the classes are named. In the state of Washington these rates have the following correlation in percentage. Second class, 33 per cent of first class. Third class, 70 per cent of first. Fourth class, 60 per cent of first. Fifth class, 60 per cent of first. A class, 50 per cent of first. B class, 40 per cent of first. C class, 30 per cent of first. D class, 25 per cent of first. E class, 20 per cent of first. Discrimination Is Charged.

As a result of this form of classification the Oregon railway commission after adopting it enforced its use by every railroad in the state with the exception of the Southern Pacific in the Willamette and Rogue river valleys. The Southern Pacific schedule of rates, it is said, is based upon no established system or constant relationship. The commission cites many instances in which the apparent relation between the classifications are not in accordance with the rules adopted, and where an apparent discrimination is manifest.

insomuch as this relation of rates was accepted by the O. R. & N. in its schedules.

The general effect of the order of the commission, it is asserted, was merely to readjust the existing tariff of the Southern Pacific company from Portland to other Oregon stations so as to conform to the general percentage relations between classes which is carried by all of the principal railroads of the Pacific northwest.

“The maintenance of widely differing relations,” says the affidavit, “between the various classes at points unaffected by competition and comparatively close has resulted in an unjust discrimination, both against the localities injuriously affected and also against the consumers at such points. Although numerous witnesses were called before the commission on behalf of said Southern Pacific company none undertook to state or could state the principle which determines the relationship between the various classes or to explain the reasons which led to their being so widely divergent at different stations.”

J. P. Newell declares in his affidavit that the railway could be reproduced for \$26,953,557. He gives the whole expenditure by items. The heaviest cost is that for grading, \$6,036,703.

J. M. Willey, jr., says that he has examined the books of the company and he finds that there have been charged against the income account \$295,915, which was expended for betterments. It is asserted that it is the practice of the company to charge all new structures upon its lines directly to operating expenses, which, in the judgment of Mr. Willey, is entirely wrong.

NO MORE CATARRH. Chas. Frank Has a Guaranteed Cure That Has Stood the Test of Time.

Catarrh cures come and catarrh cures go, but HYOMEI continues to cure catarrh and abolish its disgusting symptoms wherever civilization exists.

Every year the already enormous sales of this really scientific cure for catarrh grows greater, and the pres-

Attention

ARE YOU LOOKING FOR A RANCH HOME OR INVESTMENT?

160-Acre Farm and Fruit Ranch.

160 acres, of which 120 acres is level valley land and 40 acres bench land; soil nearly all red loam, balance river bottom silt; about 100 acres fenced, 75 acres under cultivation, 20 acres under irrigation ditch, 50 inches of water for irrigation from stream of fine water; further irrigation, if desired, could be obtained by putting down wells; 5 acres now in alfalfa, 5 acres of good bearing orchard, mostly Spitzenberg apples, trees 8 to 15 years old, in good condition; place well improved with good buildings, consisting of a good 12-room house, plastered and hard finish, two barns, one of which will hold 100 tons of hay; apple house, granary, smokehouse, woodshed, etc.; three-quarters mile to school, 2 miles to store and postoffice, 8 miles to Grants Pass.

This is positively one of the best places in the country with a value greater than the price.

The land is all deep, rich fruit land soil; the survey of the Grants Pass & Western railway passes within two miles of the place; this road is sure to be built this coming season; the surveyors have been in the field for months and are now in the field checking up the final work preliminary to beginning work on the grade.

The buildings alone on this place could not be rebuilt for less than \$3000.

This fact, considered in connection with the fact that the five-acre orchard is conservatively worth \$600 per acre, and the entire acreage is first-class orchard soil, makes this a very attractive place. The land, exclusive of the orchard and the buildings, is worth the price asked.

The price is \$9000, half cash, balance five years at 6 per cent. Prompt action necessary. The big value in this place at the price is so apparent that it is sure to be snapped up.

For sale by H. H. Basler 213 1/2 NORTH 6TH STREET. Phone 15 J. GRANTS PASS, OREGON. Reference—Any bank in the city.

ent year will show all records broken.

If you buy a HYOMEI outfit for \$1.00 and hide it in a dark cupboard it won't cure your catarrh. If you breathe it daily as directed it will cure your catarrh or it won't cost you a cent. Ask Chas. Frank.

SECOND TERM of the Medford Conservatory for MUSIC AND LANGUAGES Will Begin on JAN. 2, 1911 G. TAILLANDIER, Director.

PRIVATE WIRE PHONE 1831 Moss & Co. GRAIN AND STOCK BROKERS W. L. BAIN LOCAL MGR. NO. 10 NORTH FRONT ST MEDFORD, OREGON.

STODDARD DAYTON Automobiles Dr. F. C. Page Mgr. Local Agency

MEDFORD CONSERVATORY FOR MUSIC AND LANGUAGES NAT. BUILDING ALL BRANCHES OF MUSIC. FULL FACULTY. G. TAILLANDIER, DIRECTOR.

For Sale SNAP Biggest snap in town. A brand-new house with furniture and lot 56x106; sewer, city water and cement sidewalk. Price for cash, \$950. Look into this. It will be worth your while. No. 65 South Newtown.

Offutt Rornes Auto Co. Automobiles GENERAL OVERHAULING & MACHINE REPAIRING. First-Class Workmanship Guaranteed. PHONE MAIN 6231. Corner Central Ave. and 5th St Medford, Or.

FRESH BREAD CLEAN BREAD THAT KEEPS THE FAMILY HEALTHY. HAVE YOU TRIED Figola Bread MEDFORD BAKERY & DELICATESSEN TODD & CO. SOUTH CENTRAL AVE.

If you have a hard rubber Hyomei inhaler somewhere around the house, get it out and start at once to forever rid yourself of catarrh. Chas. Frank will sell you a bottle of HYOMEI (liquid) for only 50 cents; start to breathe it and notice how quickly it clears out the air passages and makes the entire head feel fine.

HYOMEI used regularly will cure catarrh, coughs, colds, bronchitis or sore throat. A complete outfit including a hard rubber pocket inhaler costs \$1.00. No stomach dosing. Just breathe it. It kills the germs, soothes and heals the inflamed membranes and makes the entire head feel fine.

National Wool Growers Convention and Mid-Winter Sheep Show PORTLAND, OREGON January 4-7, 1911 For the above occasion, round trip tickets will be sold from all points on its lines including branches by Southern Pacific Company —AT— One and One-third Fare Tickets on sale January 2d and 3d, 1911, good for return until January 10, 1911. For further particulars, call on any S. P. Agent, or write to WM. McMURRAY, 251 1/2 General Passenger Agent.

The Reason This store enjoys such an enormous business that is constantly increasing is because of the fact that people have learned and are learning daily that they can buy the best for just a little less at this store. A man told us Saturday that we were selling apples too cheap. He was joking, but he meant what he said. He had shopped and by coming here saved something like 65c on each box of apples he bought. This is one of the many reasons why we are busy. ALLEN GROCERY CO. Main and Central Streets

This Knob Hill View Taken just after the paving was completed on East Main street, reminds us that the right time to invest in one of those swell Front Tier Lots on Nob Hill, the sweetest of the swell of the Medford swell residence lots, is to anticipate the paving and buy at once from the owners, Dr. Bundy or Wm. M. Holmes. You can't buy them at any price in six months. Designs for two new bungalows are now being prepared for immediate building on these lots. Rogue River Land Co. NO. 11 NORTH CENTRAL AVE.

MEDFORD THEATRE TUESDAY, DECEMBER, 27th Willamette University Glee Club FIRST TIME IN SOUTHERN OREGON An Evening of Music and Fun Concluded with “The Rajah of India” A Comic Opera Sketch Seats on Sale, Saturday, Dec. 24th