

MEDFORD MAIL TRIBUNE

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

The Democratic Times, The Medford Mail, The Medford Tribune, The Southern Oregonian, The Ashland Tribune.

GEORGE PUTNAM, Editor and Manager

Entered as second-class matter a Medford, Oregon, under the act of March 3, 1879.

Official Paper of the City of Medford Official Paper of Jackson County

SUBSCRIPTION RATES. One year, by mail, \$5.00. One month, by mail, \$0.50. Per month, delivered by carrier, Medford, Jacksonville and Central Point, \$0.75.

SWORN CIRCULATION. Daily average for six months ending December 31, 1910, 2721.

Full Leased Wire United Press Dispatches.

The Mail Tribune is on sale at the Ferry News Stand, Portland, Ore., Portland Hotel News Stand, Portland, Rowman News Co., Portland, Ore., W. O. Whitney, Seattle, Wash.

FEW CHANGES BY BEN OLCOTT

No Sweeping Changes Mark Personnel of His Force—Corey Will Remain Full Board First Time in Two Years.

SALEM, Ore., April 25.—Ben W. Olcott has been secretary of state for a week and so far there have been no removals. Mr. Olcott will make no wholesale clean-up and changes will be slow through several weeks.

The list of those believed to be slated for removal within the next few months includes Frank T. Wright, man of Salem, J. E. Allison of Salem, C. A. Zeigler of Roseburg and Charles E. Rockwell of Portland.

Mr. Corey is slated to remain indefinitely. He has expressed a willingness to remain and is believed to be acceptable to Mr. Olcott. H. H. Corey became chief clerk of the secretary of state's office when Mr. Benson became governor and when Mr. Benson appointed S. A. Zosor, his former chief clerk, to the position of insurance commissioner.

When Mr. Olcott went into the office he told the office force to go on the same as before, that he expected to master the details of the office before he did anything else and that he hoped to have the support of the office in that effort.

For the first time since Governor George E. Chamberlain resigned March 19, 1909, to accept his election as United States senator there is now a full administrative board in charge of the affairs of Oregon. For a while after Senator Chamberlain's resignation only Governor Benson and State Treasurer Steel composed the board.

The influence exerted by Mr. Benson during the late session of the legislature was marked. When he fully grasped and understood the full purport of Senator Bowerman's bill to create an assistant secretary of state, Mr. Benson wrote to Mr. Corey condemning the bill and giving his ideas, which were afterwards incorporated in a bill and put through the legislature and behind which were both Governor West and State Treasurer Kay in addition to Mr. Benson himself.

Notice is hereby given that the undesignated will apply at the next regular meeting of the city council of the city of Medford, Oregon, on May 2, 1911, for a license to sell spirituous, vinous and malt liquors in quantities less than a gallon, at their place of business at 23 Front street, in said city, for a period of six months.

M. & E. J. ADAMS. Dated April 21, 1911.

OPENING HARRIMAN PRESERVES.

THAT princely domain withheld from settlement for many years by the Southern Pacific, which the late E. H. Harriman referred to as "preserved for future generations," will be restored to the people, if the United States supreme court confirms the decision rendered Monday by Federal Judge Wolverton.

Agitation for litigation looking to the restoration of this land grant to the public domain on account of the failure of the railroad to live up to its agreement, originated in Jackson county. In 1906 C. L. Reames and L. L. Mulit, legislative candidates, pledged themselves, if elected, to secure the passage of a resolution by the legislature authorizing legal action to recover title to the railroad grant lands. Senator Mulit afterwards secured the passage of a memorial to congress in 1907, four years after the railroad withdrew its lands from sale, charging that the "development and material prosperity of the state is retarded" by the action of the railroad company.

The decision is of great import to Jackson county, where a large percentage of the land is still withheld from settlement by the railroad. Development operations of all kinds have been checked. Every alternate section on either side of the railroad right of way was given the railroad on condition that they be sold in quantities of not more than one quarter section to any one person for a price not greater than \$2.50 an acre. No land has been sold since 1903, on any conditions, and previous to that time it was sold at various prices in almost any quantity, regardless of government stipulations.

The history of the land grant is as follows: Congress passed an act in July, 1866, granting any railroad company that would build the desired line to Portland every alternate section of public land along its route, to the amount of twenty alternate sections per mile. Two companies were organized in Portland to secure this grant and both were called the Oregon Central Railroad company, the first being known as the West Side company and the second as the East Side. The Oregon legislature finally designated the East Side company, which had been organized by Ben Holladay and his associates, as the company to receive the grant and eventually it secured the greater part of the land. In 1870 the Oregon & California Railroad company was organized and the East Side and the West Side companies were united in this new organization.

June 2, 1881, the company executed a trust deed giving preferred stockholders a preference in title to the granted lands and naming Stephen T. Gage as one of the trustees. In 1887 the Southern Pacific system acquired all of the capital stock and outstanding bonds of the O. & C. New bonds were issued by the O. & C. at this time, secured by mortgage upon its railroad and land grants, and \$17,500,000 of these bonds are still outstanding.

During the years that the Southern Pacific company controlled the land up to 1903 when all were withdrawn from sale, 534,000 acres had been sold in quantities exceeding one quarter section and 296,000 acres in quantities not exceeding the legal limit fixed by the grant. Substantially all of the 524,000 acres sold in quantities greater than one quarter section were sold for a price greater than \$2.50 an acre.

Until the supreme court has passed upon the title—a process that will require some two years, probably—the lands must remain in the same condition they now are. As soon as the title has been absolutely settled the forest lands will probably be placed in reserves and none of the land will be placed in the public domain, subject to purchase and homesteading, without an act of congress or a special executive order.

The decision works both ways. While it will eventually restore much land to entry and development, it also checks the immediate development of tracts purchased from the railroad before sale of lands ceased, a development now being made possible through the extension of railroad lines.

JUDGMENT WITHHELD.

PEOPLE generally withhold decision upon the arrest of labor leaders and alleged discovery of dynamite plots, pending further developments.

Up to date, the entire affair seems a duplication of the Western Federation of Miners' alleged exposure following the Idaho outrages of a few years ago.

Conspiracy on the part of employers seems to exist as well as on the part of employees. Kidnaping of alleged conspirators, instead of following customary legal methods, is a confession of weakness at the outset. It is a resort to unfairness just as the resort to dynamite is, and can only weaken the prosecution.

Intolerance, prejudice, bigotry, are features of both sides in these labor wars, and the public has been taught by experience to withhold its sympathy and its censure until more of the truth is known.

POOL SOON TO BE OPENED AT NAT

In preparing for the closing of the skating rink at the Natatorium the management is making arrangements for a masked skating carnival to be held next Friday evening. Valuable prizes will be awarded to the lady and gentleman wearing the most original costume and several other prizes will be awarded for events now being planned. It has been some time since anything of this nature has been given in the Natatorium and as the skating season is nearly over, a large attendance is expected. The work of tearing up the floor of the rink will commence in a week or so and the swimming pool regulated for use during the summer.

FREIGHT BUSINESS PICKING UP RAPIDLY

Last Wednesday orders were received at the Ashland Southern Pacific yards to put on a slight switch engine and crew at once in order to handle the increased amount of freight, says the Times. During the last month the freight shipped from Oregon to Eastern points has shown a remarkable increase and the amount of local freight has increased proportionately. This made the night crew necessary. Other branches of the railroad business is also picking up, it is reported, and men who were laid off are being put back to work. It is said that at the end of a month all available railroad men will be back in service.

COUNTY TREASURER'S THIRTY FIRST CALL FOR COUNTY WARRANTS.

State of Oregon, county of Jackson: Treasury Department, Jacksonville, Oregon, April 25th, 1911. Notice is hereby given that there are funds on hand for the redemption of all county warrants protested prior to and from June 5th, 1909, to August 31st, 1909, both dates inclusive. Interest cease on above called warrants, from date called. Last call April 25th, 1911. JAS. M. CRONMILLER, Treasurer of Jackson County, Oregon.

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