

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

Office Mail Tribune Building, 25-27-29 North Fir street, phone, Main 2021 Home 15.

GEORGE PUTNAM, Editor and Manager

Entered as second-class matter a Medford, Oregon, under the act of March 2, 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 .50 Per month, delivered by carrier in Medford, Jacksonville and Central Point .50 Sunday only, by mail, per year 2.00 Weekly, per year 1.50

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, San Francisco, Portland Hotel News Stand, Portland, Bowman News Co., Portland, Ore. W. O. Whitney, Seattle, Wash.

MEDFORD, OREGON. Metropolis of Southern Oregon and Northern California, and the fastest-growing city in Oregon. Population—U. S. census 1910; 8540; estimated, 1911—10,000.

Five hundred thousand dollar Gravity Water System completed, giving finest supply pure mountain water and sixteen miles of street being paved and contracted for at a cost exceeding \$1,000,000, making a total of twenty miles of pavement.

Postoffice receipts for year ending March 31, 1911, show increase of 41 per cent. Bank deposits a gain of 22 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 at Canadian International Apple Show, Vancouver, B. C.

Rogue River bears highest prize in all markets of the world during the past six years.

Write Commercial club, enclosing 6 cents for postage for the finest community pamphlet ever written.

TED PESSIMIST. Nothing to do but work. Nothing to eat but food. Nothing to wear but clothes. To keep one from going nude.

Nothing to breathe but air. Quick as a flash 't is gone; Nowhere to fall but off. Nowhere to stand but on.

Nothing to comb but hair. Nowhere to sleep but in bed. Nothing to weep but tears. Nothing to bury but dead.

Nothing to sing but songs. Ah, well, alas! alike! Nowhere to go but out. Nowhere to come but back.

Nothing to see but sights. Nothing to quench but thirst. Nothing to have but what we've got. Thus thro' life we are cursed.

Nothing to strike but a gait. Everything moves that goes. Nothing at all but common sense. Can ever withstand these woes.

COMMUNICATION. To the Editor: Although the people are now demanding better results from highway work the construction of some roads through our county does not seem to have altered much from the old way which was something after this fashion:

First—If there was any pretense of elevating the roadbed, the whole width of the right of way would be ploughed up and the top soil, the easiest plowed and hauled, and the most porous and porous material for roadbed would be removed toward the center which would be elevated 12 to 20 inches. Was deemed high enough, sometimes gravel would be added—a costly material—only to sink and be lost in a sea of mud the next winter. The idea of all this seemed to be that when the main track became impassable, a parallel trail equally as good could be started anywhere on the right of way. Of course, side drains could not be allowed as they would prevent the track from winding from side to side of the right of way. I would submit that 25 to 28 feet base is wide enough for ordinary country roads; that the roadbed be not less than three feet higher than the side drains; add gravel if you can get it on that. The drains should be as close to the road bed as possible use a ring road drag on it in the winter at the right time to keep the wheel ruts filled and the surface firm so that the water can run off the road. Instead of soaking into it as it does at present in most cases for the one great necessary condition for good roads is a dry roadbed. As to stone, I would interdict everything bigger than a hen's egg on or within a foot of the surface. I think it important in the interests of good roads that the ring or split log road drag should have a thorough try-out on our roads in the coming winter. The cost of the operation is light and in most instances gives very good results. J. H. LYDARD, Table Rock, May 2, 1911.

Queer Malady in Iowa. MASON CITY, Iowa, May 6.—A peculiar malady has appeared here. About a week ago Ernest Fleming died. The day he was buried his younger brother, Earl, was taken sick and died in twenty-four hours he was dead. The attending physician diagnosed the trouble as ptomaine poisoning. Earl had hardly been buried when the 3-year old daughter of Mrs. Beam took sick and died. The school board as a precautionary measure has closed the schools. Dr. Boyd of Iowa State University is making a thorough examination. He announces he believes the deaths were due to acute intestinal trouble caused by the use of impure water.

"Pink Candy" Kills Child. MARSHALLTOWN, Iowa, May 6.—While playing about the house unimpaired of any danger, Norman, aged 38 months, son of A. P. Johnson of this city found a small box filled with "pretty pink candy." The babe cleaned out the box, eating eight of the little pellets, which proved to be common cathartic pills, one of which was an adult dose. The babe died in convulsions a few hours after eating the little pills.

Preacher Bomb Plot Victim. MATTOON, Ill., May 6.—An attempt has been made to destroy by a dynamite bomb the home of the Rev. R. B. Fisher, a Presbyterian minister in Mattoon. It was the second attempt within a year. The minister has been a leader in the fight for law enforcement.

Haskins for Health.

TWO EVENTS IN ONE WEEK.

MEDFORD theater-goers and music lovers will enjoy two events this week seldom vouchsafed to residents of a city of this size—Olga Nethersole and the Russian Symphony Orchestra.

Miss Nethersole will be seen in a double bill "Sister Beatrice" a miracle play by Maurice Maeterlinck and "The Enigma" by Paul Herien. Miss Nethersole ranks among the world's greatest artists and is the only celebrated emotional actress to visit Medford this season.

The Russian Symphony Orchestra plays Wednesday evening at Medford, but in no other city between San Francisco and Portland. Its visit here is largely an experiment, and should the entertainment be well patronized, other first class musical attractions will make Medford, which will be classed with the larger cities as possessing culture and refinement sufficient to appreciate high class music.

The program, which includes Russian melodies, is one that has won the highest commendation from musicians and critics from New York to San Francisco and praise is universally showered upon the performers.

THE STREAK OF YELLOW AND THE RED BADGE

THE yellow streak never ribanded the red badge of courage. It never fled as an emblem of native nobility. It never waved among the white plumes of chivalry. Worn secretly, yet it has never failed to flutter upon emergency and proclaim the true nature of its wearer to the wondering world.

Nothing worth while is accomplished without courage. It is the greatest gift of the gods. It makes all things probable and all things possible—

"Jumping o'er time, Turning the accomplishment of many years Into an hour glass"

And again the inspiration of life long labor. Courage is the vital spark that kindles into life dreams and fantasies and conjures into realization aspiration and ambition. It knows not faint heart nor faltering failure, and ever of good cheer, faces the future undismayed.

But the streak of yellow, concealed badge of the craven and the coward reaches few goals except by accident or stealth. By perfidy, by machiavellism, by sheer chance, once in a while the streak of yellow flutters in the seats of the mighty, but the exception unusually proves this rule.

The man worth while is the man who can "stand the gaff," who is not conquered by failure nor undone by success, who calmly picks his way through miry swamps or undismayed walks the dizzy height, "who dares to do all that may become a man."

We meet them both, every day, the red badge and the yellow streak—and sometimes it seems that there are most of the latter, for "many dream not to find, neither deserve, and yet are steeped in favor." Just as faith in human nature weavers, along comes a modest wearer of the red badge to restore it and we marvel that a "harp of a thousand strings should keep in tune so long."

CITIES GROWING AHEAD OF COUNTY

ACCORDING to the census of 1910, Oregon gained 260,239 people in the past decade, an increase of over 65 per cent. Less than 66,000 of this new population have gone to the country, while nearly 200,000 have gone to the cities, three fifths of them to Portland. Three persons have settled in cities to every one that has gone to the country.

Commenting upon this popular movement toward the city, Manager C. C. Chapman of the Portland Commercial Club states: "We are facing the gravest problem of the generation, for if we can get more people on the soil many of our other troubles will settle themselves. How to get the landless man on the manless land is the great work to which the Oregon Development league and the Portland Commercial club have set themselves. The figures show that there is dire need of it. The man who can devise a way to offset the lure of the white lights of the city and get men to set their feet on the ground instead of treading asphalt all their lives, deserves well of his country."

This movement is in accordance with the times. Regrettable though it be, the tendency of modern civilization is toward the city and away from the country—and it has been the tendency for a century. The life, the bustle, the struggle, the glamor of the city, the great prizes it offers make it a mecca to ambitious and pleasure loving youth, who are lured by its white lights even as the moth is attracted to the candle—and often to a similar fate.

One patent reason for the superior attraction of the city over the country is set forth by the Oregonian as follows:

"The growth of towns without a corresponding development of rural life is a sort of hypertrophy. It extorts admiration only from those who do not know that it is a disease. As a rule the country districts of Oregon are more populous than they were ten years ago, but not much more. The lamentable decrease in Wheeler, Grant and Union Counties is said to be accounted for by the merger of small holdings into huge wheat farms. For this process nature and indifferent cultivation are partly to blame. Wheat can be raised more cheaply under the prevalent wasteful method on the large scale than on little farms.

"The vast unoccupied tracts in the Willamette Valley stretch out in unproductive solitude about the same as they did ten years ago. There has been some increase of population in this attractive region, but not much compared with what there should have been. But here at any rate there has been some division of the original claims, though not nearly so much as there ought. The Willamette Valley would support several millions of people in comfort, there is a great deal of land held out of the market altogether. The owners will not sell at any reasonable price because they feel sure of obtaining two or three times as much ten years from now as anybody will offer today.

"Again we must remember that there is scarcely ten miles of really good road outside the suburban districts in the Willamette Valley. A man who settles five miles from a depot might as well be a hundred miles away during the winter months, so far as getting to market is concerned. His home is a solitude without neighbors, church or, frequently, even a school. This kind of an existence does not attract the modern man. He prefers to settle near a town where he can earn more and live better and at the same time have some advantages for his family. "Give the country good roads the year around, give it a parcels post, let our missionary societies forget China and Borioboola Gha a little while and send some good preachers out into the rural districts of Oregon, and put real agricultural instruction into the schools. People forsake the country because life is more desirable in town; that is all there is to it. Make the country equally desirable and the tide will turn."

The real reason for the growth of Portland at the expense of the rest of Oregon, is the supremely selfish and narrow policy the metropolis pursues toward the balance of the state, which is ably set forth by the Eugene Guard as follows:

"If Mr. Chapman could induce the people of Portland—those who own the property and control the capital there—to take a broader view of the development of the state than they have heretofore possessed this problem of over-population in the metropolis might be easily solved. Portland capitalists have never invested a dollar in the state outside of their city; have apparently cared little whether the territory from which they draw their trade grew or not. The Willamette Valley, and all Western Oregon, has simply been milked dry all the time by Portland jobbers and the Southern Pacific railroad working together. Not a factory can exist in Oregon outside of Portland because of discrimination in freight rates, and Portland fights every attempt of the smaller cities of the state to get justice in this respect, and therefore every industry of any magnitude is centered in the one big city of Oregon.

"All the money sent into the state by big insurance concerns or other large investors to loan on real estate is monopolized in Portland; an industry, no matter how promising, ever received a dollar of financial backing from Portland, unless located in that city, but smooth solicitors come to Eugene and other Western Oregon towns and load up local capitalists with stock of Portland concerns; no local railroad movement, designed to break the Southern Pacific monopoly, either from Eugene, Roseburg, Grants Pass or Medford, ever received the slightest assistance from the capitalists of Portland. Mr. Chapman is right in one thing, Portland, which is the only real city in Oregon, will soon be face to face with a serious problem. It cannot grow at the present rate without more development in the territory from which it draws its trade.

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Seattle went far ahead of its territory and is now experiencing a slump in business and growth that it will require years to recover from. Portland may heed the warning or not. However, if our big city would be willing to see Salem, Albany, Eugene, Roseburg, Medford and other ambitious towns grow into cities, with highly developed territory surrounding them and industries to employ the people and make a market for the products of the soil, then the future of the metropolis would be one of steady and permanent growth with little fear of a depression such as the sound city is going through.

The interior towns of the state need new railroads and better transportation rates and facilities.—Portland could help to secure these if she would. Also they need capital to develop resources and start industries,—and Portland might supply some of this as well. Mr. Chapman may plead with people to go into the country, but as long as the country is lacking railroads and many other things so necessary to its development his pleas and warnings alike will fall upon deaf ears; and Portland will continue to grow at the expense of the rest of the state until the inevitable reaction comes."

Indians' Eyes Are Falling. DARLINGTON, Okla., May 6.—United States Government is building small hospital and employing oculists and opticians to save the once eye-sighted American Indian from blindness. It is possible that in time the Indian will be a spectacle of race. The smoke of their

pipos and their habits of living too constant toward eye troubles. Few Indians now have sound eyes. Dr. Daniel W. White, eye specialist of the Indian service, and several assistants, are in Oklahoma at work among the tribes. An eye hospital has just been established at this agency with a trained nurse. Although the treatment of Indians often are reluctant to accept the glasses are furnished without cost. the service.

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ALL ARE INVITED TO ATTEND THE

Bible Lecture

by JAS. V. COLE, V.D.M. of the International Bible Students' Association at the

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