

MEDFORD MAIL TRIBUNE

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GEORGE PUTNAM, Editor and Manager

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"ROUND-UP" IS A GREAT SUCCESS

Angle Opera House is Filled With Local Boosters and Speeches Follow—Excellent Feed is Served to the Members.

The "roundup" of the Medford Commercial club held in the Angle opera house Wednesday night was very well attended.

The banquet was served by Otto Reichman of the Nash grill and all attending did full justice to the repast as well as to R. H. V. cigars furnished by Ireland & Antle and manufactured by Louis Itakes.

The punch served by Edwin Brown of the Medford Buffet was also attended to by most of those present.

Judge Colvig acted as toastmaster and opened the meeting at 8 o'clock with an address on the "Commercial club." Business was shoved off the board and all present went in for the full enjoyment of the occasion.

In the absence of Mayor Cannon, City Attorney P. J. Neff made the address of welcome and set forth to good advantage the resources of the city of Medford.

He was followed by the following with five-minute addresses: "Jackson County," by R. F. Mulkey, representing Mayor T. T. Shaw of Jacksonville.

"Our Relations With Your City," by Robert O'Neil, mayor of Ashland. Song, "Our Oregon," words by J. C. A. Rader.

"Co-Operation," by W. C. Leever, mayor of Central Point. "Our Mineral Resources," J. H. Dehman, mayor of Gold Butte.

"What Grants Pass Wants of Medford," by M. L. Opdycke, representing Mayor Myers of Grants Pass. "Front Page Publicity," by L. C. Branson of Medford.

A portion of the Marjorie Mandeville Stock company also appeared and rendered several sketches which were much appreciated by the audience.

County Road Commissioner Harmon made a few remarks on roads following a lead set by Jeff Heard, who early in the evening made a rousing address on "Roads" and our "Sporting Resources."

Jeff said that this was a sporting country—and then drank a glass of milk. Professor O'Hara, Judge William Crowell and several others scheduled to speak were not able to be present.

The meeting brought about much good fellowship as intended and came fully up to the expectations of the promoters.

MITCHELL ON REOPENING CONTEMPT PROCEEDINGS

ST. LOUIS, Mo., May 18.—Commenting upon the appointment of a commission to reopen the contempt cases against himself, President Samuel Gompers of the American Federation of Labor and Frank Morrison, its secretary, by Justice Wright of the supreme court of the District of Columbia, John Mitchell said here today:

"If Justice Wright wants to institute suit on his own initiative he should not appoint lawyers identified with the anti-labor fight as his commission. He should make an impartial commission. Mitchell is here as the guest of the Social Service conference, now in progress in St. Louis.

INFRANT KILLED BY BEAR PET IN FIRE HOUSE CALGARY, Alberta, May 18.—After receiving a terrible mauling at the hands of a pet bear kept at the Central fire hall and commonly known as "Cappy Smart's bear," little Luella Morry, the 29 months old child of Mr. and Mrs. P. Morry, died in Holy Cross hospital last night.

GROWTH OF THE POSTOFFICE.

SPECIAL mention of the growth of the Albany postoffice was made by the Portland Oregonian recently and the showing is one to be proud of. Medford congratulates Albany. Says the Oregonian:

"Albany's postoffice is now in the \$20,000 class. The receipts for the fiscal year, which ended March 31 last, were \$20,541.24, and the fact that they passed the \$20,000 mark gave the office a new rating.

"The receipts of the Albany office have grown rapidly. For the fiscal year ending March 31, 1910, they were \$17,566.93, and for the preceding year \$15,327.16. The receipts have increased more than 50 per cent in the last five years, as they reached a total of only \$13,018.86 in 1906."

While Albany's postoffice has been growing from \$13,018 receipts to \$20,641, Medford has shot ahead from \$6597, less than half of Albany's record in 1906, to \$31,368, or over 50 per cent more than Albany's in 1911.

While Albany's postoffice business has increased over 50 per cent in the past five years, Medford's postoffice shows a gain of 377 per cent, the greatest gain made by any postoffice in the entire northwest, and probably in the United States. It will be remembered that the census showed that Medford's gain of 392 per cent in population during the past decade was only exceeded by one city (Oklahoma City) in the entire nation.

While Albany has made a very creditable growth, as have nearly all other cities of the northwest, its development has not been such as to compare with Medford's—and for this result the Albany residents have only themselves to blame.

The following is a comparison of the postoffice business of the two cities:

Table comparing Albany and Medford postoffice receipts for March 31, 1906, 1909, 1910, and 1911. Albany: 1906 \$13,018.86, 1909 15,327.16, 1910 17,566.93, 1911 20,641.24. Medford: 1906 \$6,597.47, 1909 15,451.81, 1910 21,344.85, 1911 31,368.29.

Per cent gain Albany 50 Medford 377

DEVELOPING OREGON.

A FEW years ago the late E. H. Harriman took an auto trip across central Oregon. All that he saw were jackrabbits and coyotes.

A year or two later John F. Stevens made the same trip. He saw the possibilities of a great inland empire. His prophet's imagination pictured the vast neglected region dotted with populous communities, tens of thousands of farms under cultivation, countless resources under development. He saw that the only magic needed to fulfill the vision was a railroad—and he started to build one. In a brief year, with the co-operation of James J. Hill, he changed the map and destiny of Oregon.

This difference between what Harriman saw and what Stevens saw marked the difference between the two men. To the one, the gamble of the stock market, the exploitation of the public by means of manipulating railroads built by other men, appealed. To the other, the gamble of developing a state by means of creating a railroad system, appealed. The one exploited, the other developed.

Railroads, and the history of railroads, prove that they always pay through new countries. In nearly all instances, the stock of railroads represents no cash investment. Yet the profits have been so tremendous that it has been necessary to frequently water the stock to hold down the percentage of profit—and even these inflated securities are, in most instances, selling above par.

Where Harriman saw only rabbits and coyotes, the uncompleted railroad Stevens built, though in operation only a few months, is already doing a business of over \$1400 a day. The unfinished isolated western end, the Pacific & Eastern, though only finished as far as Butte Falls for a few weeks, is doing four times the business previously estimated as in sight.

Railroads always create business. They open the door of our natural resources and a golden stream of revenue gushes forth. There is no undeveloped section of Oregon today where a railroad will not pay—nor, for that matter, no developed section that a competing railroad will not return big dividends on watered stock.

Mr. Gray, the new manager of the Hill lines in Oregon, is quoted as saying that he knows nothing about Oregon and is in doubt whether it will pay to build any more railroads here or not, and that he will have to look over the state when he gets time and decide that question.

Mr. Gray must have been misquoted. There is nothing more apparent than Oregon's need of railroads. To stop the construction now means to stop the material progress and development of the state. It means, moreover, an insufficient return on money already invested, for unless the railroads under construction are finished as planned, they will not be the dividend producers they would be otherwise.

The most important of the lines projected is that of the Oregon Trunk, and its extension to a connection with the Pacific & Eastern. It develops a virgin country; it taps an immense timber district, a developed horticultural and mining territory. The completed line will give the Hill system a share of the fruit business of southern Oregon, and it will give it a huge lumber traffic to the east.

The rapid development and settlement of timberless central Oregon makes a market near at home for the lumber to be manufactured along the Pacific & Eastern. The varied products of the country, constantly increasing in output as development proceeds, make an ever increasing volume of traffic. Until the Oregon Trunk trains enter Medford it will not have fulfilled its destiny.

Mr. Gray has not yet looked over this section. It is hoped that he will soon, and when he does there is little doubt that he will come to the conclusion that there is one railroad now half built, that it will pay to complete.

Mr. Gray has a great opportunity and it is to be hoped that he will take full advantage of it, and that the name of Gray will rank alongside those of Hill and Stevens as developers of Oregon.

If the man who causes two blades of grass to grow

where one grew before deserves well of posterity, the man who causes a million acres to be cultivated where only the rabbit and coyote roamed has earned a niche of honor in Oregon's hall of fame.

Where to Go Tonight

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No Sing. Billiards, Pool, Skating, and Shooting.

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HALL AND ROSE Direct from Pantages. Introducing Their NOVELTY INDIAN ACT Consisting of Indian Singing and Dancing. Come One, Come All. REELS MOVING PICTURES. WED.—SAT.—SUNDAY—MATINEE. A Grand Song by HARRY BLANCHARD

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SEATTLE, Wash., May 18.—On the plea that he had buried his father, mother, wife and child within a year, E. T. Roberts, an engineer, was given a sentence of only six months for forgery. Judge Main thought his grief drove him to the crime.

SEATTLE, Wash., May 18.—Falling unconscious on a street, B. D. Minkler, merchant of Lyman, Wash., and former member of the state senate, died early this morning in the city hospital. He was returning home from California where he went for his health. He had heart trouble.

Friday and Saturday Specials

ROYAL SHIRT WAISTS

will be featured for these two days at very special prices

Tailored and lingerie Waists that are regularly priced \$2.50, and good value.

Special Friday and Saturday \$1.89

Shirt Waists that are regularly priced at \$3.00 and \$3.50

Special Friday and Saturday \$2.60

Tailored Linen and Lingerie Shirt Waists that are regularly priced at \$4.00, \$4.25 and \$4.50.

Special Friday and Saturday \$3.25

All Silk Waists, Net and Fancy Waists.

Special Friday and Saturday 1-4 Off

Oriental Silk Kimonos, Special \$4.50

Long Oriental Silk Kimonos, floral pattern, shirred yoke, good full sweep.

Special Friday and Saturday \$4.50

Sanitary Hair Rolls, Special 50c

A very full fluffy light weight Sanitary Hair Roll in all colors, the 75c kind.

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