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BRYAN TO ASK MORE QUESTIONS

Will include the Tariff, Standard Oil Decision and Direct Election of Senators in His List of Pertinent Questions to Be Asked.

LINCOLN, Neb., July 17.—Many pertinent questions, including the tariff, the Standard Oil decision and the direct election of senators will be asked prospective candidates in William J. Bryan's next issue of the Commoner.

Bryan, who will send thousands of copies of the paper throughout the country, especially to the smaller country newspapers, demands that every candidate state whether or not he favors a tariff for revenue only with free raw material; if he believes the element of protection should be considered in a revision of the tariff; if he believes the three branches of the government should be co-ordinated, each branch keeping within the sphere defined by the constitution; if he approves of the Standard Oil decision; if he favors repealing the criminal clause of the anti-trust law, or believes that congress should make it clear that all restraint of trade is unreasonable.

Bryan will also demand that every candidate go on record regarding the direct election of senators, the income tax, immediate independence of the Philippines, publicity of campaign contributions, the democratic labor plank in the 1908 platform, regulation of railroads, the Aldrich currency scheme, central banks and the bank guaranty proposition.

SEVERAL LAND CONTESTS ON

Eight Cases Are to Be Heard Within the Next Few Days—Testimony Now Being Taken in Zera Dahack Case.

The land department of the government has booked several homestead contest cases for a hearing in Medford for the next several days. In all there are eight cases to be heard.

The land involved is nearly all in township 34 south of range 2 east, and is what is known as the "unsurveyed." Testimony is being taken today in the Zera Dahack case. His witnesses are Ollis Hubbard and James Gibbs.

The hearing is being held in the new Schemerhorn-Naylor building on South Fir street and is before A. M. Butler, a notary public. The government is represented by B. C. Thomas, special agent for the land office, and W. F. Staley, assistant in the department of agriculture.

Other cases to be taken up are on the 18th, that of Charles W. Jeffries, before Commissioner Canon; on the 19th, Mike Mahoney will have a hearing before Butler; on the 20th, Mary Abbott (nee Baker) before Butler; 22d, J. H. Downing, before Canon; 24th, E. E. Emmerson; 25th, Oliver Adams; 26th, W. W. Scott.

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THE PEOPLE'S HIGHWAY.

THAT section of the Crater Lake highway, built by popular subscriptions raised by the Medford Commercial Club is something for every member of the club and every contributor to the fund, to be proud of. It is, without exception, the best piece of roadwork in Oregon, and stands as an enduring monument to the enterprise and energy and stamina of the people of Medford. It is a sufficient answer to the mossbacks of Oregon whose shortsighted, reactionary policy prevented the state from making accessible its greatest natural wonder.

This stretch of highway is our road. We, the progressive people of Jackson county built it. Therefore we are proud of it. The road is 2.7 miles in length and has eliminated the greatest obstacle to Crater Lake travel, Pumice hill. A wide, smooth boulevard of easy grade has been cut through the solid rock of a precipitous mountain side, replacing an almost impossible grade, in places as great as 36 per cent, always knee deep in pumice dust.

No one who contributed his mite to build this road can travel it without a sense of pride. The work has been well done, along broad lines. Engineer B. F. Heidel of the government good roads bureau, who did the engineering, Contractor Natwick, who struggled along on hand to mouth basis doing a creditable work under difficulties, Colonel F. H. Ray and the banks who underwrote the subscriptions and the county court under whose auspices the section was completed, all have reason to be proud of the result of their efforts.

This section of highway is only a start towards what will ultimately be the finest road in America, equal in scenic effects to any in the world. It marks the awakening of Oregon to the commercial as well as aesthetic value of its natural wonders and beauty spots—an awakening pioneered by Medford. But more than all this, this bit of highway is the best example of the Medford spirit—the spirit that knows no obstacle to balk its creative energy—that pulls unitedly for the common good.

Some three years ago, Medford started its Crater Lake highway effort. We enlisted every one that we could in the campaign. We sought co-operation of state and national governments. We talked Crater Lake so much at the legislature that the august assemblage set aside \$100,000 for the road. The Salem hog, who wants all state money for Salem, enjoined the appropriation, and the supreme court sustained the injunction. Then we started the popular subscription, and raised some \$25,000, all but \$2000 or \$3000 in Medford. The entire route was surveyed, the contract was let—the subscriptions underwritten, and this section of the road finished.

Governor West proposes to utilize state prisoners in constructing a state highway from Salem to Portland. There is no reason why some of these prisoners should not be utilized in constructing the state highway to Crater Lake. This is a practical way to secure the building of the highway at slight cost.

Crater Lake belongs to the nation and to Oregon. It was set aside by congress and dedicated "as a national playground to the people of the United States and their descendants, forever," and the people of the state as well as the people of Medford and Jackson county, should share in the making accessible of this region of great natural beauty—to the end that a never ending stream of humanity, attracted by the serene and mystic beauty of this greatest of natural wonders, may wind its way through Oregon.

Optimism and Team Work

(By William Parker.)

All of the great builders and promoters of the world are optimists. This is true of every age and every country, as it is true today. If you cannot see big things in the future of your town, then step back into the ranks. To be a leader you must be an optimist. If you are an optimist, you have the basic qualities for leadership. Optimists are essentially big men. Men can make themselves bigger by becoming more optimistic.

Community optimism is essential to large community growth. If a stranger looking for a location should land in your town and see only gloomy faces and hear only pessimistic talk, he would very likely take the first train out. Location seekers are looking for growing spots, for towns that have "go" in them. It is not necessary that you should have a lot of skyscrapers and big factories under construction to show to the location-seeker in order to attract him.

Remember, it is men that make the cities. The manufacturer who is worth getting to your town knows this. He wants to locate among people who have optimistic views. If he is a business man worth having in your midst, he is too wise to locate among pessimists. One good optimist will outweigh a hundred pessimists with the wise location-seeker. This means that you need not despair because there are pessimists in your town. Every town has them. They are necessary. They are the governors on the engine. Optimists are the rest of the engine and the steam.

Team work is absolutely and positively necessary to the growth of every large undertaking. Whether it is private or public business, if it requires the work of more than one man, this implies the absolute necessity of team work. Team work alone can build towns into great cities. One good optimistic booster can bring enough vital force into team work to push a town forward. A few energetic optimists, with team work idea fixed in their minds, can bring into action enough vital force to move the dullest and deadest town

NEW GRADE DELIGHTS ALL

Section of Crater Lake Highway Built by Popular Subscription, Pronounced the Best of Piece of Road Work in Oregon.

Members of the party that visited Prospect Sunday as guest of Colonel Frank H. Ray, are loud in their praises of that section of the Crater Lake highway built by popular subscription through the Medford Commercial club. They pronounce it without exception, the finest piece of road construction in the state and the greatest improvement yet made in the roads of the county. It is 20 feet in width, 2.7 miles in length, has a maximum grade of 4 per cent, and can be traversed at a swift pace by either auto or team. It has entirely changed the trip to the lake by removing its greatest obstacle—the Pumice hill grade.

Generally speaking, the road to the lake was never in such good shape as at present, though cut up badly in newly graded and pumice stretches by the heavy teaming done for the Prospect power plant.

Supervisor Grieves has just finished a section of new road extending through the forest to Skookum gorge, about four miles from Prospect.

The forestry service has rebuilt the worst parts of the highway through the forest reserve, and cut away the brush. Contractor Natwick has established a camp near Elk creek and has the contract for straightening and widening a mile of the worst part of the road between Trail and Enyart's. In the national park, Superintendent Arrant is busy overhauling the road.

Preparations for the care of tourists are better than ever. Accommodations can be secured at Allen's or Middlebush's at Trail, at Enyart's, near the mouth of Big Butte, at the Prospect hotel and in the park and at the lake.

DERBY-ROGUE ROAD FINISHED

First County Highway Showing Signs of Engineering Skill, Completed—Easy Curves and Slight Grades—Shortens Distance to Upper Rogue.

The new Derby road between eight and nine miles in length extending from Derby to the Rogue river, and crossing the latter with a new steel bridge at the mouth of Big Butte, has been completed, and bids fair to become one of the finest roads in the county. Easy curves and slight grades prevail. It is wide enough to allow two teams to pass and is the only road yet constructed by the county which shows engineering preparations.

The new grade is largely through rock and is rough for travel in its present state on account of the sharp broken rock, but it is the intention of the county to roll it, which will give it a smooth surface. Heavy teaming, which is now being done for the Prospect power plant, will also tend to make a smoother surface.

The contractor who built this section has also been awarded the contract for rebuilding a mile of the worst section of road between Eagle Point and Derby, and is now at work a few miles this side of Derby.

The Derby road will shorten the distance to Prospect approximately five miles. On this account it will be preferred by many, though lacking in

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the picturesque features of the Rogue River road. The section built will prove a great boon to the upper Rogue river country, as it affords an easy grade to the railroad at Derby and henceforth all freight destined for Prospect and adjacent territory will be shipped by train to Derby and hauled thence, saving 30 miles of teaming.

BORN To Rev. and Mrs. G. Lefroy Hall of Marshfield, Or., a son, July 10. The young son bears the name: Harwood Vassar. Rev. Hall was formerly pastor of the First Baptist church of this city. Hawkins for Health.

ONE HUNDRED PIANOS ORDERED FOR EILERS MUSIC HOUSE

Great Confidence in Medford and the Rogue River Valley

Must Make Room—Midsummer Clearance Sale On Today

One hundred pianos has been ordered to arrive in Medford for the fall trade of Eilers Music House and the management feels very confident that that number will not be over half what their large and increasing demand will require.

In order to make room for these large shipments coming in the Eilers Music House will sell over two car loads of pianos at prices that should make this mid-summer sale a hummer. For this sale brings to light some of the biggest bargains in high class and beautiful pianos ever offered piano buyers in Southern Oregon. Instead of quoting valuation, we say to you very frankly, these pianos are superior in workmanship, material and styles to any that have been offered before. Six of these instruments having been specially selected for the Grand opening of the Great Eilers new store in Portland.

There is also incorporated in this mid-summer Clearance Sale a large number of slightly used good as new pianos. That gives the buyer special privileges of exchange in one, two or three years, at actual cost, and if prudence, safety and economy are matters of consideration, then one of these slightly used pianos will appeal to you.

Medford Headquarters

We have made Medford the distributing center for Southern Oregon and Northern California, and from the day we first opened our business here until the present time it has been our aim to make every customer a satisfied customer for we realize that the best advertising we can do is to gain the good will and the influence of our patrons.

The used pianos are one J. B. Cook, in good condition; price \$102; one Kimball, large size; regular price new \$550; now \$258. One Lester, almost new \$262. One Eilers, only used a few months \$262, was sold at \$450. One Gerbard, regular price \$375, and can't be told from new, now \$255. One Ludwig traded in, looks like new, very large, fancy case \$175; any of these pianos can be purchased on an exchange agreement which means that you can use one of them and exchange when you wish for any high grade new piano at regular prices within three years, and every dollar paid will be allowed you.

There are also in this sale a number of used organs from \$10 up, and terms will be made on our easy payment plan.

We realize that the weather is very warm, but our store at 37 North Fir street is cool and you will enjoy a half hour or so looking over this fine showing of specially selected high grade pianos, whether you purchase or not.

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