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MEDFORD, OREGON, THURSDAY, AUGUST 10, 1911.

No. 120.

ASK EQUITABLE RATES TO ALL SECTIONS MEDFORD INITIATES BILL REGULATING FREIGHT TARIFFS

TRAFFIC BUREAU ASKS HELP OF ALL INTERIOR POINTS IN PASSING LAW TO PROVIDE SQUARE DEAL

Seek to Follow Up Advantages Gained by Spokane Rate Case Decision and Prevent Readjustment Favorable Only to Portland—Campaign to Be Vigorous and Publicity Given Rate Problem—Illinois Plan Favored as Best for Both Railroad and Shipper—Abolition of Discriminative or Distributive Rates is Sought So Every Section Will Have An Even Break.

THE Medford Traffic Bureau, which has several cases pending before the interstate commerce committee and the state railroad commission, has inaugurated a campaign to submit to the people of Oregon at the next general election, an initiative bill to establish equitable rates for all, one schedule of distance class for the entire state. The following resolution has been adopted and will be sent all commercial clubs in the state and co-operation asked:

Resolution Adopted at Medford.

"Whereas in practice the railroads of the State of Oregon for many years have discriminated in their class rate schedules by maintaining different class rates for movement of traffic over their respective lines upon the same article, the amount of the rate being determined by the point of origin.

"Whereas different schedules of rates for equal distance are established by the various railroads which can properly be grouped in the same class of railroads, as instanced by the following illustration of rates: On the main line of the Oregon-Washington Railroad & Navigation Company for 100 miles under the distance tariff the first class rate is 60 cents the hundred pounds, and under a preferential class rate tariff for a distance of 100 miles the first class rate is 35 cents the hundred pounds; on the Southern Pacific Company main line under the distance class rate for 100 miles the first class rate is 52 cents the hundred, and under the preferential class rate the first class rate for 100 miles is 35 cents.

"Whereas this lack of uniformity in a maximum distance class rates and the maintaining of preferential class rates for a single community retards the growth of the entire state at the expense of the many to the enrichment of the few.

"Whereas for a normal and natural development of the entire State of Oregon it is necessary that a maximum distance tariff of class rates should be established for the entire state applying uniformly to all sections upon the same class of railroads.

"Whereas concerted and united action of the entire state is necessary to bring about this needed reform and readjustment of distance class freight rates which can best be accomplished through the initiative. Therefore be it

Resolved that there shall be submitted to the voters of the State of Oregon a law fixing and establishing a uniform maximum distance class rate schedule applicable to all sections and to all railroads according to their classification as first class, second class, etc., and such law shall prohibit the giving of lesser class rates for equal distance upon the same article in any character of preference, such as distributive class rates, exceptions to the uniform classification in the form of large lists of articles under lesser commodity rates where the giving of such would manifestly grant to any city or community commercial advantages in the control of markets and the distribution of wares, or any other form of exceptions to the classification. Be it further

Resolved that all cities and towns in the State of Oregon be invited to join in a campaign in the attainment of the passage of such a law by the initiative of the voters."

"The Medford Traffic Bureau commiserates the shippers and merchants of Medford. Speaking of the bureau's action, President H. G. Garnett said: **Garnett's Statement.**

"We don't seem to get action from the state railroad commission and we want a square deal with the rest of the interior cities. Portland will seek to gain some advantage in the establishment of preferential rates out of Portland, labeled 'distributive' rates. There is no reason why Medford should allow this desire of privilege seekers to ripen into control.

"The thing for the Oregon shipper is to determine his own rates, and if the state railroad commission does not attend to this matter properly and make equitable adjustments, then the shipper must determine the matter for himself, that is, exercise the initiative and in so far as a uniform maximum distance tariff is concerned vote it into existence and make it prohibitive of preferential system now in vogue and which Portland will seek to continue if not to enlarge.

Illinois Adjustment.

"The ideal adjustment is found in Illinois, and that it works well for interior cities is exemplified in the growth of that state in the past decade where out of the some 800,000 increase in population approximately 650,000 was distributed to points outside of Chicago. The same uniform distance class rates can be secured for this state by determined action of the interior as against Portland, although it could not be expected at the present time to secure the same measure of rates as prevails in Illinois, but the same adjustment in principle should be in force here.

Is Burned Out



MISS BILLIE BURKE

ACTRESS ESCAPES WITHOUT A RAG

Billie Burke Flees From Flames in Carlton Hotel With Only Her Dressing Gown—James R. Keene Loses His Baggage.

LONDON, Aug. 10.—While the Carlton Hotel here was in its height last night Billie Burke, the American actress, fled from the flames with her dressing gown. Today she has hardly the proverbial "rag to her name."

James R. Keene, Wall Street magnate and horseman, who has been ill in the Carlton for some time, was one of the last to leave the blazing hotel. Keene lost all his baggage.

The heroes of the fire were the Earl of Ponlett and R. M. Hunter of Philadelphia. Apparently with no thought of their own danger, the two men only emerged from the burning building after they had thoroughly explored the smoke-filled corridors of the upper floors and had guided several hysterical women to safety.

FIVE ZONES FOR FREIGHT RATES

Interstate Commerce Committee Divides Country for Convenience of Shippers—Applications for Transcontinental Freight Bureau Denied.

WASHINGTON, D. C., Aug. 10.—To facilitate the ordering of new railroad rates, the interstate commerce commission today divided the country into five zones. Zone number one lies west of a line extending southwest from Grand Portage, Mich., along the Arkansas and Oklahoma line to the Gulf of Mexico. The other four zones are in the east.

The commission held, in a decision announced, that the freight rates complained of by the Spokane chamber of commerce were unlawful and ordered them suspended for a period of two years from November 15. These rates include charges for transportation from points of origin in zone one to Spokane, Walla Walla, Baker City, La Grande and Pendleton, which, according to today's order shall not exceed charges from any point in the same zone.

The commission denied applications from a transcontinental freight bureau to establish rates from its eastern freight bureaus to intermediate points in the middle western states and Canada, which are higher than those to the Pacific coast.

CORRIGAN RESIGNS GARAGE MANAGEMENT

The resignation of J. H. Corrigan, as manager of the Bear Creek Garage, was accepted today. Arthur G. Fuller has been appointed to the position.

Look at the ads for the chance to buy the property you need at a "right price."

SEEK CUT IN ICING CHARGE TO THE EAST

Rogue River Apple Growers Will Request Reduction in Refrigeration Rates to Eastern Markets Along Lines of Those Granted Recently

MEANS MATERIAL SAVING TO SHIPPERS OF APPLES

Less Ice Required for This Fruit Than Any Other—Placed in Same Rating as Vegetables.

An effort is to be made by Rogue river fruitgrowers to have the railroads reduce the refrigeration rates to eastern points on apple shipments in accordance with a reduction recently made from common points in California, where apples were placed on the vegetable list. It has been determined that it requires less ice to refrigerate a car loaded with apples than any other deciduous fruit and accordingly the vegetable rate has been applied to apples.

On August 14 the following reductions in the rate for refrigeration from common points in California to the different eastern points named will be in effect:

Destination.	Old Rate.	New Rate.
Arkansas	\$90.00	\$55.00
Colorado	80.00	42.50
Illinois	85.00	55.00
Massachusetts	100.00	70.00
Kansas City	80.00	52.50
N. Y. Cities	97.50	67.50
Ohio	95.00	65.00
Galveston	95.00	55.00
Oklahoma	90.00	52.50

Inasmuch as these reductions were granted from California common points it is believed that they will also be made to apply from common points in Oregon. The present rates from Medford to eastern points for refrigeration are as follows:

Place.	Rate.
New York	\$82.50
Buffalo	90.00
Baltimore	97.50
Chicago	80.00
Kansas City	75.00

If the same ratio of reduction was made from Medford to eastern points the saving would amount to a considerable sum.

AFTER OREGON'S BOOSTER LEAGUE

Judge W. M. Colvig Will Endeavor to Have Development League Meet Next Spring in This City—Believes He Can Get It.

Judge W. M. Colvig will attempt to secure the next convention of the Oregon Development league for Medford. He leaves Saturday evening for Astoria to attend the session which will open August 14 and while there will do much work in an effort to have the league choose this city for its next meeting which will meet in the spring.

Judge Colvig states that the only expense ever attached to a meeting of the league is the donation of a hall in which to hold its sessions. The league has already met at Eugene, Portland, Salem and now it is to meet next week at Astoria.

MINNEAPOLIS, Minn.—Usual conditions were reversed here when Esther Kadell Olsen, legally assumed the name of Smith because Smiths are so much less common than Olsens.

Look for the ad that calls for you among the help wanted ads.

Is Called Liar



GOVERNOR WOODROW WILSON OF NEW JERSEY.

CALLS WILSON INGRATE; LIAR

Chairman of Democratic State Committee of New Jersey Ousted After Stormy Session for Attack Made Upon Governor Woodrow Wilson.

ASBURY PARK, N. J., Aug. 10.—James R. Nugent, chairman of the democratic state committee, was ousted today after a stormy session for an attack on Governor Woodrow Wilson. The action followed a toast delivered by Nugent in which he referred to Wilson as an ingrate and a liar and used other insulting terms.

Nugent's wrath at the governor followed Wilson's stand against James Smith, the New Jersey democratic boss, who opposed James Martine for United States senator, although Martine had been selected at a statewide democratic primary. Smith wanted the seat himself, and after asserting that his machine elected Wilson, demanded support from the governor. Wilson virtually forced the election of Martine.

Nugent's anger at the governor boiled over at a recent banquet and, in addressing the assembled democrats, he flayed the chief executive. The state committee brought him to book today and there was a stormy session. By a vote of 14 to 2 the chairman was repudiated.

During the deliberations, Attorney Kraft was thrown bodily from the committee room by Nugent himself, who used "strong-arm" methods. Kraft said he held the proxy of an absent committeeman. The election of a new chairman was deferred.

FROM SINGAPORE TO VISIT LAKE

Lady Cox Travels Half Around Globe to Visit Southern Oregon's Greatest Natural Wonder—On Her Way Home On Visit.

Lady Cox, the wife of Lord Cox, an English nobleman, high in the service of his country, has come all the way from Singapore, India, to see Crater lake. She anticipates great pleasure from her visit to southern Oregon's great natural wonder.

Lady Cox has visited nearly every great natural wonder in the world and has devoted much of her life to study of the beautiful in nature. Several years ago while visiting this country she heard of the marvelous beauty of the lake and determined at that time to visit it. As she was planning a trip home to England through the United States she decided to stop over and view the marvel of which she has heard so much.

WALL STREET DIDN'T START PANIC IN 1907

So Declares George W. Perkins Who, Wildly Excited, Brands Story to That Effect, an Infamous Lie—Denies Domination by Morgan.

BITTERLY DENOUNCES THE SHERMAN ANTITRUST LAW

Declares Present Campaign of Anti-Trust Prosecutions Is Hurtful to Business.

WASHINGTON, D. C., Aug. 10.—Wildly excited and flourishing his arms in the heat of his discourse, George W. Perkins before the Stanley steelinvestigating committee of the house, denied today that the Morgan interests dominate the financial world and characterized as an infamous lie the state ment that bankers started the panic of 1907 for a purpose of their own, not knowing that it would get beyond control.

Perkins bitterly denounced the Sherman anti-trust law and predicted that business disaster would result from enforcement of the law. He declared the present campaign of anti-trust prosecutions was dangerous to all business, and characterized the dissolution orders of the United States supreme as the red flag danger signal to every business man.

The steel man further asserted that the commercial supremacy of the nation could not be maintained under the Sherman law and that the benefits which big corporations brought should be preserved.

Asked by Representative Bartlett if he did not agree with E. H. Gary on the necessity of government regulation of prices, Perkins replied:

"I agree with Gary that we should have some constructive action, but I do not agree as to government regulation of prices. But I prefer even that limit to going on as we are."

"What is the trouble with the present system?" Bartlett asked. "American business cannot go on under present conditions," Perkins shouted, hammering his fists down on the stand in his excitement. "We are going the wrong way and something must be done."

"But the steel and other corporations have been successful?"

"Yes, somewhat," Perkins admitted. "But we have reached a point where the officers of the government are proceeding to break up standards of business without regard for the good that the company has done. They are leaving that for the people to find out later. I am opposed to any effort to break up the steel corporation until some one has found out the good it has done."

CHURCH LEADERS GREATLY ALARMED

Powerful Heart Stimulants Are Necessary to Keep Life in Pontiff's Body—Pope's Brothers and Sisters Are Summoned.

ROME, Aug. 10.—Despite official statements that the pope was better today, a strong feeling of pessimism was apparent in Vatican circles. Prominent church officials do not attempt to conceal the alarm they feel.

The pope's brother and sisters have been summoned to the Vatican and are in constant attendance.

TROOPS SENT TO QUELL RIOTS WITH STRIKERS

Hundred and Fifty Thousand Men Have London in an Uproar—Business Paralyzed While Battles Are Waged With Police.

LONDON FACES FAMINE; DRASTIC ACTION NECESSARY

Government Takes a Hand to End Walkout—Liverpool Also in Disorder.

LONDON, Aug. 10.—After a day of the wildest rioting by striking transportation employes and dock laborers that London ever saw, soldiers tonight are streaming into the city from Aldershot and by morning the world's metropolis will resemble an armed camp.

Armed with ball cartridges, an entire division of the British army is either here or on route. It will stamp out all disorder, no matter at what cost. Serious rioting, which has been in progress all day, is expected to be even more serious tomorrow, but the orders from the war office are that the disturbances must be checked, no matter if the sternest measures are employed.

Serious fighting, which was in progress all day long on the water front and at the railroad stations, finally decided the cabinet that only force would quell the outbreaks of the starving and desperate strikers. Orders were at once sent to Aldershot, where trains, their engines under full steam, were waiting, and the movement of troops to the city began.

LONDON, Aug. 10.—With trains at Aldershot ready on railroad sidings and their engines under full steam ready to start with troops at a moment's notice, the government today took a definite hand to check the strike in London, where more than 150,000 strikers today have the whole city in an uproar. Famine already faces the entire city and the workless thousands with their tens of thousands of dependants are starving and desperate.

In every street of the business section and all along the docks battles with the police are being waged with savage bitterness. Traffic is practically stopped in the streets and whole the waterfront of the world's greatest port is paralyzed. Merchants are losing more than \$10,000,000 daily.

Government Takes a Hand. Convinced that drastic action is necessary to prevent an upheaval which might have the most bloody results, Home Secretary Churchill, Chancellor of the Exchequer Lloyd-Grege and other cabinet ministers are trying to force a settlement. They have secured a list of the strikers' minimum demands and are bringing every lever possible to bear on the employers to induce them to yield.

King George today had an opportunity to see how serious is the situation. In his motor car he was stranded for a long time behind a long line of deserted vans and finally had to abandon his proposed route to the palace and proceed by another way.

Stock Market Responds. The general fear that the strike may become one of the most severe crises in the city's history was reflected in the stock market today. Railroad shares are falling.

Should some action not be taken at once to end the strike there is not a doubt that the outlook is of the gravest. Great destitution already exists among the poor and mob violence which may fill the streets of London's East Side with wounded and dying, is not too much to expect when the denizens of that quarter become thoroughly aroused.

Already the most turbulent scenes (Continued on Page Two.)