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MEDFORD, OREGON, TUESDAY, AUGUST 29, 1911.

No. 136.

COUNTY COURT TO NAME ROAD BOARD

Permanent Highways to Be Built Under Contract System According to Approved Specifications, Says Judge Neil

JUDGE NEIL DEFINES POSITION OF COUNTY COURT REGARDING GOOD ROADS AND BOND ISSUE

Cost to County in Taxation of Bond Issue Less Than Under Present System of Unsatisfactory and Makeshift Highways—Will Name Committee of Five Leading Citizens to Select Roads to Be First Constructed and Specify How They Shall Be Built—Bonds Not to Be Issued at One Time, but as Needed in Actual Construction.

"THAT the interests of the people in all parts of Jackson county may be safeguarded in every way, I agree that if the good roads bond issue is sustained at the coming election, that the county court will name a committee of five citizens and taxpayers to select the roads that should be first constructed and specify how they should be built and that the county court will proceed to build said roads by contract to the lowest and best bidder."

This is a paragraph from a statement to the people of Jackson county from County Judge J. R. Neil, discussing the highway situation and the proposed bond issue of \$1,500,000 for the construction of a permanent system of highways. Judge Neil covers the situation thoroughly from all viewpoints, as follows:

TO THE PEOPLE OF JACKSON COUNTY:

It may be superfluous to advance that what Jackson county, if not the whole state, probably needs more than anything else is a system of good roads that will reduce the cost of transportation over it to a minimum to say nothing of the satisfaction of traveling over it if on pleasure bent. This is a business proposition that has presented itself to every prosperous, wide-awake community, and is one that must also be solved by Jackson county. Its solution at a future time would mean financial loss of considerable proportions to the people at large, great inconveniences and would clog the wheels of progress and success. To establish roads that will answer every purpose, be permanent and require little repair after they are built, it is necessary to provide sufficient means. Therefore at the suggestion of many of the taxpayers of the county, the county court has called a special election, to be held September 30th, to decide whether the people are in favor of bonding the county in the sum of \$1,500,000 payable in twenty years, to pay for such improvements. It has been computed by experts in this line that this sum of money is none too big to accomplish the purpose for which it is intended. Jackson county is one of the most important counties of the state and

an immense amount of work must be done to build such a system of roads as is demanded. There is no intention to issue these bonds at one time. It would be entirely unnecessary to do so. The construction of the roads under the proposed plan would consume four or five years and the bonds will be issued only as the money is required. Hence they will not draw interest until they pass into the hands of the purchasers. At five per cent interest the bonds would find ready buyers and a substantial premium would be obtained besides.

There seems to be an idea prevailing that the issuance of these bonds would increase taxation. This is certainly without foundation. Even when all of the bonds are issued—say five years hence—the annual interest charge to be raised by taxation would be only \$75,000. The amount of taxable property on the assessment roll for 1911 will approximate \$40,000,000 and it would require a levy of less than two mills on the dollar to meet the entire charge on the whole issue of bonds for one year.

In round numbers, it now requires at least \$100,000 per annum to pursue the present method of road improvements which have proved so unsatisfactory and this expense is steadily becoming greater. At the

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Mrs. Cleveland Fights Fire



Mrs. Grover Cleveland

BUCKET BRIGADE FIGHTS BLAZE IN CLEVELAND HOME

Residents of Tamworth, N. H., are still discussing how Mrs. Grover Cleveland and her children formed a bucket brigade and assisted William O. Cook, aged caretaker of Mrs. Cleveland's estate, in fighting a fire which menaced their home. Cook received injuries from which he may die. The flames were in a gas house a short distance from the home.

Mrs. Cleveland and her children rushed from the house at the sound of an explosion and immediately set to work. Mrs. Cleveland carried several buckets of water to the burning building, while her children brought fresh supplies by running to and fro to their home to the gas house.

HITCHCOCK FAVORS PARCEL POST SERVICE

WASHINGTON, D. C., Aug. 29.—Parcel post service, increase of second class mail rates and changes in the system of compensating the railroads for mail transportation are among the recommendations which Postmaster General Hitchcock will include in his annual report to the president.

Hitchcock's idea regarding the parcels post as explained here today contemplates the introduction of the service on the rural mail routes first and later gradual extension to the cities and railway mail service.

BOARDMAN IS FREE; EVIDENCE WAS LACKING

Justice Taylor States That Court Was Not Presented With Enough Facts to Warrant Holding of Butte Falls Man Accused of Setting Fire.

CASE BROUGHT BY THE STATE BOARD OF FORESTRY

Witnesses Against Boardman Showed Themselves to Be His Enemies and Weakened Testimony.

Justice of the Peace Glenn O. Taylor Tuesday morning freed E. B. Boardman of Butte Falls and allowed him to go. Boardman was recently arrested charged with setting and threatening to set forest fires in the privately owned timber in the vicinity of Butte Falls. Justice Taylor in making his decision stated that the case was a close one, but that enough evidence had not been presented to the court to warrant binding Boardman over to the grand jury or to place the man under bond.

The case was brought a few days ago by E. C. Lewis, special agent of the state board of forestry, which took up the case on the request of Edgar S. Hafer, manager of the Crater Lake Lumber company. Several fires have been set in the holdings of the company and recently Mr. Hafer received a threatening letter through the mails in which much vile language was used and the threat made that the writer of the letter would burn the company out. Mr. Hafer suspected Boardman following evidence given him by Boardman's neighbors and it was Boardman that Lewis started to watch. Later Lewis had the warrant issued and the case called.

Two of the witnesses brought to testify against Mr. Boardman showed evidence of being bitter enemies of the accused man, and this damaged their evidence. Justice Taylor stated this morning that the case was a close one, but that the evidence was not strong enough to hold Boardman.

STRIKE SEEMS A CERTAINTY

Persistence of Employees in Federation Plan Likely to Bring About Speedy Tie-up of Southern Pacific Lines.

SAN FRANCISCO, Aug. 29.—Flat declaration of war if the shopen of the Harriman lines persist in the demand of the system federation was made here today.

The position of the roads was set forth by the Harriman lines in a statement by F. G. Ahearn, head of the bureau of economics, the principal public vehicle of the roads. It reads: "Let the shopen present their demands through the heads of their individual unions and they will be considered. If the demands are presented through the officials of the federation they will receive no recognition."

Disguising his declaration in a maze of words, Kruttschnitt states that the railroads under his control cannot and will not recognize any federation of the unions under their employ. He asserted formally that he will confer with J. W. Kline as president of the blacksmiths; J. A. Franklin as president of the boiler makers; M. F. Ryan as president of the carworkers; M. O'Sullivan as president of the sheet metal workers and J. D. Buckalew as vice-president of the machinists.

Discovers New Pest



Professor P. J. O'Gara, Pathologist, U. S. Department of Agriculture, and in charge of field work in Jackson county.

ALL ARMY OFFICERS TO BE VACCINATED AGAINST TYPHOID

WASHINGTON, D. C., Aug. 29.—Beginning today every officer and enlisted man in the United States army must submit to vaccination against typhoid fever except those over 45 years, or who have already been vaccinated or have had the disease. The order is compulsory and was issued by the secretary of war on the recommendation of Surgeon General Terney.

CUMMINS DECLARES FOR BOB LA FOLLETTE

WASHINGTON, D. C., Aug. 29.—Senator Cummins of Iowa today has openly announced his opposition to President Taft as the next executive and his support of Senator LaFollette.

It is said that the Iowa senator, despairing of his own chances of selection as a compromise candidate and angered at the president's attack on the tariff record of the progressives, has chosen LaFollette. Cummins, however, has been careful to leave a loophole in case the unsuspected should happen. His endorsement of the Wisconsin senator, while strong, does not definitely commit him.

NEW DISEASE IS FOUND HERE BY P. J. O'GARA

New Crown at Root Trouble of Alfalfa Which Has Never Before Been Found in United States Appears in This Valley.

O'GARA HAS LONG BEEN MAKING STUDY OF IT

Department of Agriculture Confirms His Suspicions—Was First Discovered in Europe.

Professor P. J. O'Gara has discovered a disease prevalent in the alfalfa fields of this valley, which, so far as is known by the government authorities is the first time that it has appeared in the United States. During the past three months he has been studying the trouble and has just had his suspicions confirmed by the mycologist in charge in the department of agriculture. Professor P. J. O'Gara tells the story as follows:

(By P. J. O'Gara.) Sometime ago several specimens of alfalfa plants were brought into the laboratory for examination. The grower stated that there were large patches in his fields where just such plants had died; or, at least, had failed to grow. A hasty examination showed that the trouble was something new and systematic work was begun to determine the cause of the trouble. In the meantime, a careful survey of the valley showed that the trouble is more or less widespread.

The affected plants show numerous galls upon the crowns and roots, these galls or tumors greatly inhibiting the growth of the young shoots which come from the crown. Some specimens with the roots very well developed, but with a large number of galls near the crown, only developed a few weak shoots not more than six or eight inches high while the healthy plants near by developed shoots fully two and a half to three feet high and in large numbers.

A careful examination of the diseased plants showed that the trouble was indeed new; not only to the valley itself, but to the United States. In bulletins published by the different stations no mention is made of it as occurring in the United States; in fact, these bulletins state that the trouble does not occur in the United States. We have references showing

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CALL CONGRESS OF SHIPPERS ON SEPTEMBER 28

Medford Traffic Bureau Asks Commercial Organizations of State to Send Delegates to Discuss Situation and Formulate Program.

EQUITABLE RATES TO INTERIOR POINTS SOUGHT

Initiative Bill to Be Presented—State Commission Asked to Postpone Hearing.

At a meeting of the directors of the Medford Traffic bureau held Monday evening it was decided to call a shippers' congress to meet at Salem September 28 to discuss railroad freight rates for interior points and agree upon concerted action in the matter of securing reductions and establishing equitable rates. Every commercial or shippers' organization in the state will be asked to send delegates. The matter of initiating legislation to establish a maximum distance table of rates to be applied to the entire state will also be brought before the congress.

The traffic bureau has requested the state railroad commission to postpone for 60 or 90 days the hearing made on its own initiative of the rate situation scheduled for the latter part of September, in order that it may have time to properly prepare and present Medford's case.

Secretary E. A. Welch is today sending out the following letter to the various commercial clubs of the state:

Gentlemen: We enclose a resolution adopted by the Medford Traffic Bureau asking your cooperation in a campaign for an initiative bill establishing a maximum distance table of rates to be applied for the entire state, and prohibiting any deviation from this schedule in the granting of lesser distance class rates. Equitable rates for all, one schedule of distance class for the entire state, will be the slogan, and we ask that your body adopt similar resolutions.

The Oregon shipper must determine his own rates, and if the state railroad commission does not attend to this matter properly and make equitable adjustments, we must 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.

The ideal adjustment is found in Illinois, and the growth of the interior cities of that state exemplify its benefits and the same adjustment in principle should be in force here.

Since the passage of this resolution, the state railroad commission, which has failed to render decisions in cases pending before it for one year, brought by Medford, has announced an "investigation" of rates on its own initiative on thirty days' notice—too short a time for any city to prepare its case. We have, therefore asked a 60 or 90-day postponement of this hearing that we may properly prepare for it.

To the end that the interior points of Oregon may work together for the common good of all, we hereby request that your body appoint delegates to meet with representatives from other cities in a shippers' congress at Salem, Oregon, Sept. 28, 1911, and thereat formulate a program of action.

There is no politics in this—a business move by business men for business purposes. Kindly let us hear from you, whether we may expect your cooperation and whether you will be represented at the Salem congress of shippers.

Yours sincerely,
MEDFORD TRAFFIC BUREAU,
By E. A. Welch, Secretary.

FOREST FIRES EXTINGUISHED

Supervisor Erickson Losing Worried Look as Season Passes Without Serious Blaze—No Fires in Forest at Present Time.

One by one the little wrinkles which depict worry are disappearing from the classic brow of M. L. Erickson, supervisor of the Crater National Forest, as the days go by one by one, drawing closer to the time when a fall rain shall come to end the 1911 forest fire season. Not a single blaze is burning now within the confines of the Crater National Forest and although forty fires have started this season not one has caused any considerable amount of damage, owing to the vigilant watch kept on the forest. Last year at this time five companies of soldiers were engaged in fighting the fires in the forest.

While Mr. Erickson and his men are not "out of the woods" yet, each day brings the end of the fire season nearer—and this is the reason the aforesaid little wrinkles are, silently one by one, passing away.

REFUSES TO ENFORCE THE LAW

E. S. Van Dyke, Deputy District Attorney Under Mulkey Says He Has No Intention of Preventing Illegal Fishing in Rogue River—Can Use Nets or Gaffs in Taking Salmon.

District Attorney B. F. Mulkey is to be asked to demand an explanation of E. S. Van Dyke, deputy district attorney of Grants Pass, for statements accredited to Van Dyke recently during a trial of two men for illegal fishing in the Rogue near Grants Pass. Van Dyke is reported to have stated that he "has no intention of preventing residents of this city (Grants Pass) from taking salmon from the Rogue and that the way they take them makes little difference." Further, Van Dyke is said to have stated that the law closing the Rogue river was not supposed to affect Grants Pass residents who secure

CHAMP CLARK CALLS TAFT INGRATE

QUINCY, Ill., Aug. 29.—Replying to President Taft's speech delivered at Hamilton, Mass., last week, Speaker Champ Clark of the house of representatives today gave the executive a sharp grilling, saying that if it had not been for the house democrats Taft would be today a thoroughly discredited official.

In charging the president with ingratitude, Clark asserted that the Hamilton speech was a "bald misstatement of historical facts."

"I personally accept Taft's onslaught as a badge of honor," said the democratic speaker. "His attack on the democrats is ungrateful," insisted Clark, "because if it had not been for the democrats in the house of the 61st and 62d congresses in lining up unanimously in favor of Canadian reciprocity he would have been the most thoroughly discredited president since the days of Andrew Johnson."