

MEDFORD MAIL TRIBUNE

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GEORGE PUTNAM, Editor and Manager

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Official Paper of the City of Medford Official Paper of Jackson County.

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JOLTS AND JINGLES

They say the Roosevelt baby looks like its granddad, but until it cuts its teeth we remain unconvinced.

The colored question may disrupt the American Bar Association. All together, boys, three cheers for the colored question.

One Medford girl writes to know if labor day marks the opening of the union suit season.

Fun in the Press. The heat may be oppressive but still must be granted that it's cheering to the fellow who has his garden planted.

It's also cheering to the man who owns the soda fountains; He is already making plans to send wife to the mountains.

It's also cheering to the chink who washes shirts and collars, For when old Sol turns on the heat The chink piles up the dollars.

It also pleases Satan some And causes jublations, Because it is the season when The preachers take vacations.

It's also pleasing to the yap With nothing else to do, But spring this aged greeting, "Is it hot enough for you?"

Every time a Central American revolution gets started in a corn field the crop is hurt just so much. Why can't they hold their revolutions in the opera houses?

COMMUNICATION.

To the Editor: Who is responsible for the destruction of the city park? Whoever is responsible for the cutting of the grand old oak in the city park Saturday should have to suffer solitary confinement for 30 days and a year at hard labor for such an inhuman act.

It would have furnished shade and comfort for many a tired laborer, a mother and her children, who may not be able to buy a home with an oak tree or a tired wayfarer passing by, or perchance pleased the eye of the more favored sightseer, or we could look at it ourselves, those of us that have sense enough to enjoy nature's humble natural beauty.

It was there and should have been allowed to remain as long as it wished. Naturally, no one had the right to cut it down. No one was empowered with that authority. It belonged to the masses, not to any individual or council. The excavating that is being done is equally as silly and unnecessary. No one needs a basement to read in, nor has a library any use for a basement.

The latest modern heating plants do not require them and the destruction of the park lawn that has cost our good ladies such effort is a shame. Those responsible for these acts should be punished. It is brazen, inhuman, injustice. They would show much more enterprise by destroying some of the filth, rubbish and disease breeding places in the city than to destroy the beauty and comfort that we have already, to build a Carnegie library.

There was plenty of room in the park without cutting a tree, without spoiling the lawn or destroying what has been done, had a little sense been used.

This may seem plain, but if the occasion demands, I will be plainer next time.

H. M. COSS.

THE DUPLEX RATE SYSTEM.

THE PORTLAND OREGONIAN, organ of the vested interests, as might be expected, rushes to the defense of the railroad in a column editorial attacking the initiative bill proposed by the Medford Traffic bureau establishing a table of maximum distance class rates that would equalize freight rates in Oregon.

The Oregonian has fought popular legislation of any kind, all along the line. It has strenuously battled to restore the old days of corruption and corporation control. It has never voiced a protest against the robbery of the people and the throttling of the state due to unjust, inequitable and excessive rates. So its opposition to any popular move providing a square deal to the people is expected.

The Oregonian has championed the fatuous policy of the Portland jobber of stifling the commercial growth and development of smaller towns to the end that all business may be centered in the metropolis—a policy that has materially checked the progress of the state and reacted in great financial loss to Portland—for Portland can only grow as Oregon grows, and Oregon can only grow as the small towns grow, and they in turn can only grow as they develop the surrounding country. So, the Oregonian's opposition in behalf of the short-sighted Portland hog is ever to be looked for.

What is a freight rate? It is simply a charge for service, nothing more, nothing less. It is no more complicated in the making than the fixing of a price by the laborer for the hire of his service. The householder has his investment and the insistent demands upon his earning power in the upkeep of that household, and the price of his hire must be fixed with regard to the expense arising from the need of existence. So it is with freight rate making, which is simply a charge to cover the cost of the upkeep of the plant, the movement of traffic and what should be a fair return on the investment. It requires only the simplest rules of mathematics to determine what these amounts are under developed conditions of an operating railroad.

What is a railroad commissioner? A mere man, an animated embodiment of flesh and bones, such as any human being is, elected from among collective humanity. If he is honest, fair and just (and he ought to be, these being the chief qualifications requisite for any public officer), he will reason by the rules such as morality inculcates, but if he be dishonest and unjust, he will reason after the manner of the dishonest and unjust; in either event, he will reason humanly. Taken from the various walks of life, the mere induction into office will not evolve in him an intricate sense of reasoning to deal with a question beyond the intelligence of ordinary voters.

If the voter has ordinary intelligence to vote for an aspirant to the office of railroad commissioner and can discriminate in his choice, the same intelligence that guides him in this choice will determine for him what a reasonable freight is when the subject is discussed practically before him. If he makes his choice for a railroad commissioner upon the statements of the individual seeking the office, he can likewise accept the statements of another as to what is a reasonable freight rate. If a voter has intelligence enough to cast a vote for a candidate for office, he has sense enough to know what kind of laws he wants this representative to make for him, and knowing what kind of laws he wants made he has intelligence enough to vote direct for such laws instead of voting through a representative, which in reality he does in the process of making laws by legislatures and the enforcement of such laws through railroad commissions.

If the initiative is "properly a means for correcting abuses that are understood and recognized by the ordinary voters," it is just the instrument to use in correcting the abuses arising from the duplex tariff system now in vogue and long in use whereby Portland has maintained a throttle hold upon the commerce of the interior, because no question is so well understood by the "ordinary voters" than this abuse of privileged rates from which Portland has fattened these many, many years. Have not these "ordinary voters" pleaded these many years with the railroads to give them equity and the measure of justice to which they are entitled, and has not Portland blocked every effort of the interior in this appeal for right?

Review the acts of the railroad commission since its creation in 1907, and it will be found that the result of its two chief decisions, which were made in connection with the privileged rates already enjoyed by Portland and which the "ordinary voters" had sought relief from the discriminations such privileged rates imposed on the interior, increased the discriminations against interior distribution; and when Medford and Baker appeared before this same railroad commission praying for the removal of this discrimination in an equitable adjustment of rates to a uniform basis, Portland, through her attorneys, projected herself into these cases and fought with the fierceness and despair of a tiger by resort to legal cunning and trickery in the effort to thwart justice and secure a dismissal of the suits. Evidently her attorneys looked upon this body only as ordinary individuals and not men endowed with keen intellect to grasp and deal with a matter enfolded in the realms of "an abstruse and complicated science."

Portland's methods savored more of the highwayman than that of the philosopher and scholar and economic student, and the Oregonian is the first publication to discover that railroad rate making is a science, for the interstate commerce commission which has been dealing intimately with this subject for years refers to the matter of the traffic manager discovering by instinct a reasonable rate, and that "in every decision of this commission, under any section whatsoever, there enters the element of personal judgment, just as in every verdict of a jury the result is colored necessarily by the mental attitude of the juror." Personal judgment is not a science, but if personal judgment is an element in the matter of rate making it can be exercised just as intelligently by the voter in the initiation of a rate as in the choice of an individual who shall exercise this element of personal judgment.

The issue raised by Medford is an equalization proposition and not a distributive proposition. It means a uniform rate for equal mileage for every shipping point in the state, whereas under the duplex system now in use, Portland has the only distributive rates in the state, and that is what Portland seeks to continue.

What if there is discussion and opposition from the railroads? It is nothing to be feared nor something to be shunned and from which to run away. The interior has this opposition to meet in the years gone by and will have it to meet in the years to come, until the question of equitable and uniform rates for the state of Oregon is settled, and the way to settle it is by the exercise of the initiative, and the time to settle it is at the polls in the next general election, at which time the "ordinary voters" can use the element of personal judgment just as well and as effectively as the railroad commission, as there will be ample time for the date of the shippers' congress to the date of the election to acquaint the "ordinary voter" with the simple facts upon which the question of freight rates rests, and the time will not be limited to the fearful 55 days as required by law.

COURT HOUSE NEWS

New Cases

Florence H. Bernell vs. William F. Bernell, suit for divorce; Neff & Mealey, attorneys for plaintiff.

E. H. Porter vs. Thompson-Starrett company, action for money; W. E. Crews, attorney for plaintiff.

Gold Hill Bank vs. Sylvanite Manufacturing company, action at law; Smith & Beckwith, attorneys for plaintiff.

State of Oregon vs. Ralph Grignon, robbery; transcript from justice court.

State of Oregon versus J. A. McIntosh, neglecting to provide for family; transcript from justice court.

Probate Estate of H. L. Pegg—Hearing of final report continued.

Estate of Rosa J. Allen—Order appointing Gus Newberry administrator; administrator's bond filed and approved.

Estate of John J. Johnson—Inventory and appraisal filed and approved.

Circuit Court News

The grand jury returned "not a true bill" in the following cases: State of Oregon vs. Lottie Wood, for assault.

State of Oregon vs. Benj. Fredenburg, for setting forest fire.

State of Oregon vs. F. J. Krebs, for assault.

State of Oregon vs. J. J. Lane, for larceny.

Also one true bill in state of Oregon vs. John Doe.

Fred J. Fick vs. Laura J. Fick, divorce; decree by default.

Kate Evans vs. Leon Evans, divorce; decree by default.

Lydia Hanscom vs. Horace A. Hanscom, decree of divorce modified, given defendant custody of children.

State of Oregon vs. Frank Wilson, larceny of an animal; given indeterminate sentence in penitentiary from one to ten years.

State of Oregon vs. E. L. Rowan, larceny of an animal; same sentence as above.

State of Oregon vs. Earl Crocker, forgery; sentenced to two to twenty years in penitentiary and paroled pending good behavior.

State of Oregon vs. Joseph Becker, forgery; same sentence as above.

State of Oregon vs. B. Riddle, grand jury returned a true bill.

Real Estate Transfers.

Scott V. Davis to Stanley Horsley, lot 15, block 1, Highland Park addition to Medford. 10

Scott V. Davis to Stanley Horsley, lot 16, block 1, Highland Park addition to Medford. 10

John A. Westerlund to Porter J. Neff, property in block 44, Medford. 1

Table of real estate transfers with columns for names, descriptions, and amounts. Includes entries for Thos. P. Kahler to Ansil A. Davis, I. J. Phipps to Ansil A. Davis, etc.

NOTICE OF EIGHTH GRADE UNIFORM EXAMINATION.

Notice is hereby given that the next regular uniform examination of applicants for eighth grade diplomas will be held September 7 and 8, 1911, as follows:

Thursday, September 7—Physiology, writing, history and civil government.

Friday, September 8—Grammar, arithmetic, geography, spelling.

All those who were conditioned in one or two subjects in the June, 1911, examinations should write upon such at this examination. Otherwise they will lose the credits earned.

This will be the last examination for entrance to high schools until January, 1912.

J. PERCY WELLS, County School Superintendent.

Draperies

We carry a very complete line of draperies, lace curtains, fixtures, etc. and do all classes of upholstery. A special man to look after this work exclusively and will give as good service as is possible to get in even the largest cities.

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Kiefer Trees

No 50 per cent losses, the risk is ours. We are willing to make legal contract with you. To plant Kiefer Pear trees. To work there on top of any variety you may select.

We buy Kiefer trees of Stark Bros., and Mt. Arbor Nurseries. Home Grown Trees, no better grows.

Medford Nursery Company 421 NORTH CENTRAL AVE. Phone 7451

APPLES FOR EUROPE.

We are appointed agents for— J. B. THOMAS, Covent Garden, London and Southampton, England, whose charges are 5 per cent and 5 cents per box.

JAS. LINDSAY & SON, Ltd., Glasgow and Edinburgh, Scotland, 5 per cent and 10 cents per box. RAWSON ROBINSON, Hull, England, 5 per cent and 8 cents per box.

These are the oldest and largest firms in their respective towns, and their reference as to financial abilities can be had at Medford National Bank, Medford, Oregon.

Cash can be cabled day after sale if required, and highest market prices guaranteed.

Red Faced Men smoking BIG CIGARS talking "HOT AIR" don't always live on air, hence our remarks on charges.

The clap-trap about private sale does not prove remunerative, except for some curious of a small nature: All sellers by private sale have to wait until auctions are over so as to know what to ask, and in the case of large supplies they often get left.

For further particulars, address W. N. White & Co. 76 PARK PLACE NEW YORK

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If you are looking for some place where your clothes will be laundered without being ruined. We do our work to perfection. We use no destructive acids, and our place is perfectly sanitary and our work hygienic throughout.

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Rock Spring Coal

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Special Engagement of the Isis Special Engagement of KURTIS TROUPE OF TRAINED ROOSTERS

Regardless of expense, comes the greatest and only act of its kind in the world. Twenty trained roosters. It hardly seems possible that such a thing could be done, but time and patience will prove tonight what can be accomplished when Kurtis's trained roosters will give their first performance. Being the only act of its kind ever shown here, it should be a great drawing card for the next few nights. Everywhere they have performed they have caused a great deal of newspaper talk. Don't miss seeing this wonderful act.

UGO Theatre

MUTT AND JEFF Get pass to the ball game.

A CHILD'S HEROISM (A human interest drama)

HER CAPTIVE (A feature Bison Film)

Rock Spring Coal

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