

MEDFORD MAIL TRIBUNE

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GEORGE PUTNAM, Editor and Manager

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SWORN CIRCULATION: Daily average for six months ending December 31, 1910, 2721.

Full Leased Wire United Press Dispatches.

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MEDFORD, OREGON.

Metropolis of Southern Oregon and Northern California, and the Eastern growing city in Oregon.

Population—U. S. census 1910: 5840; estimated, 1911, 10,000.

Five hundred thousand dollar Gravity Water System completed, giving finest supply pure mountain water and sixteen miles of street being paved and contracted for at a cost exceeding \$1,000,000, making a total of twenty miles of pavement.

Postoffice receipts for year ending March 31, 1911, show increase of 41 per cent. Bank deposits a gain of 25 per cent.

Banner fruit city in Oregon—Rogue River Spitzenberg apples won sweepstakes prize and title of "Apple King of the World."

at the National Apple Show, Spokane, 1909, and a car of Newtowns won First Prize in 1910.

at Canadian International Apple Show, Vancouver, B. C.

Rogue River pears brought highest prices in all markets of the world during the past six years.

Write Commercial club, including 4 cents for postage for the finest community pamphlet ever published.

JOLTS AND JINGLES

By Ad Brown

Taft's Western Trip. Jonathan Japp, of Jaguar Station, The man, you remember, who wrote the oration,

Leaned back in the deepest of deep meditation Then offered the following wise de-er-tation

'Bout Taft and his visit to half of the nation.

"This junket of Taft's to the insur-ing west Is his wisest move yet the shrewdest and best,

For who can gaze calmly and not be impressed At the Taftian expanse of executive vest

He is bigger than Cummins and all of the rest.

"As a loyal insurgent I can't help view With an ounce of alarm the harm that he'll do,"

Then Jonathan bit off a comforting chew And opined that the future looked indigo blue

For LaFollette and all of his pomp-a-dour crew.

"But" Jonathan added, "There's no use to mope, Our path cannot always be well greas-ed with soap,

There is ever a chance for an upshot of dope, Remember the calf when they gave him more rope—

If Taft talks of tariff—Why then we can hope."

Some people would be better satisfied if they could order up their religion with their groceries.

Pirates. A rhyme I wrote went on its rounds Of papers in the state, I counted up the credit lines, And lo, they totalled eight.

Now that everybody has picked out room in the new hotel I suppose I'll have to take what's left.

They show it by figures and prove it by facts, And display it in booklets, and leaf-lets, and tracts,

And their logic's as plain as words are on toads

The county, by gum, should build them 'ere roads.

Old Maine has gone wet, if the figures are right, and a lot of blind pigs will get back their sight.

There's frost upon the pumpkin but none discernable upon my invisi-ble woodpile.

CLEVELAND—May Sutton the California champion, won the women's tennis championship of Ohio yesterday by defeating Lois Moyes of Toronto here, 6-0, 6-2. Miss Moyes won the title last year.

A MODERN CRUSADER.

Dr. J. N. McCORMACK, who lectured at the Medford opera house Monday evening, is one of the greatest exponents of the gospel of good health that his country has ever produced, and a man better equipped to disseminate the propaganda of sanitation could hardly be found the world over.

The audience which heard his lecture recognized this and deplored the fact that all their kith and kindred were not within sound of the speaker's voice.

Dr. McCormack is interesting because he speaks the truth—because he talks entertainingly and convincingly with the facts behind his arguments; because he strikes out fearlessly, exposing sins of omission and commission, hitting a head wherever he sees it; and then pours the oil of kindness and humanity upon the wound he is compelled to make. His object in exposing faults and showing up the fallacies of human acts is not merely to criticize, but primarily to correct. His lecture covered a field as broad and expansive as humanity itself. He went over the different professions and pointed out the envy and jealousy of individual members of those segregated, that militated against harmonious action and barred the way of progress. Happily, he said, the medical profession had passed through the worst of this slough, and was being wafted to the brighter shore on a reform wave, the like of which has never been seen before in the history of the world. Doctors are organizing and working together for their own advancement, and for that of the cause of humanity, and the science of the prevention and the cure of disease is going by leaps and bounds. Physicians recognize this. So do thousands of laymen; but the great men at the head of public affairs, whether they recognize it or not, are slow to admit it, or give their influence to the furtherance of the crusade.

The result is that while the federal government is spending three out of every four dollars of its revenues on the army and navy and pensions, for the slaughter of humanity, it spends not one cent for the preservation of human life by the prevention of disease. It spends millions of dollars for the preservation of trees, the promotion of animal husbandry, for the cure and prevention of diseases of plant life, and the dissemination of literature on all these subjects yet it has appropriated not one single cent for the crusade against the dreadful diseases which are decimating the rank and file of the nation, men, women and children alike. Millions it spends for the preservation of its inanimate flora and fauna and not one cent for the preservation of human life—and this because it has no faith in its doctors and will not heed their warning voice. The United States of America, says Dr. McCormack, the greatest of the great among the nations of the earth, is the only nation of any importance which has no national health bureau, and as a result of this, the little brown men of Japan, a nation classed among the heathen, have a far lower death rate than we, and the health of their army and navy in actual warfare so far outclasses ours, that it was a shame and disgrace to this country.

In closing his address, Dr. McCormack advocated the formation of national, state and local health departments, and the frequent public discussion of preventive measures. He is a great crusader, and the memory of his good advice should remain with us and bear fruit to the everlasting benefit of ourselves and our posterity.

GET READY FOR THE PANAMA FAIR.

IN 1915, the year of the Panama Exposition, there will be probably one hundred thousand strangers visiting Jackson county. There is no one thing that will induce large numbers of these visitors to become residents here more effectively than good roads.

The state of California, during the past year, appropriated \$18,000,000 for the building of good roads. This does not include the amounts raised throughout the state by local authorities for the same purpose; it is only the amount spent out of the state funds.

Washington, to the north of us, is spending millions of dollars annually in building good roads.

To neglect the building of good roads will cost Jackson county in loss of money that will otherwise be spent here by newcomers, at the least calculation, ten million dollars in the next ten years.

Fifteen large corporations are now paying to Jackson county a total annual tax of \$108,530 (figures of 1910.) Let us use their money to build good roads. It will pay interest and sinking fund on the entire issue of bonds.

Railroad Regulation In Oregon

Salem, Ore., 9, 1911. Editor Mail Tribune, Medford Ore. Dear Sir:—The Portland Oregonian on the 8th inst., delivered itself of a whole column editorial on what it pleased to term "Rate making by Prejudice." This paper in another issue has admonished us that if we undertake to initiate reasonable rail-way rates we will arouse "prejudice against corporations and rivalry between communities."

In its issue of the 8th it says in part "What the Oregonian feared has become a reality as far as argument is concerned." It may arouse some feeling at least to tell the truth about this matter. It may arouse some strife between communities, a part of which want special powers to themselves over their neighbors. But on account of these facts should we go on and on submitting to the terrible extortion that exists now? No matter how we undertake to correct rates this strife will surely be present and we need not think we can do anything like what is proper in this matter without some strife. We need not expect it. But need there be a great deal of strife? Perhaps

is not all that should be accomplished but that it is worth millions of dollars to the people of the state. It ought not to require a great deal of argument to get them to vote yes. Lincoln Stephens once said in an interview that President Roosevelt was having a hard time trying to get the people to take what was their own. Nothing was truer then; nothing is truer now, though it often takes argument to prevail upon the people to insist on having their own. Yet these people very faintly realize this fact. The people of Oregon look upon the initiative as theirs. They know of the extreme railway abuses and it ought not to take a great deal of argument to get them to vote right.

There need be no acrimony indulged in, no unreasonable strife, just plain, unvarnished facts. With "malice towards none and appropriate charity for all," can as well and probably better be the motto in this work. This paper hoots at the idea that proper rate making is a simple mathematical problem—yet it is comparatively little else than a mathematical problem. Rates should be "reasonable, sayeth the books. Reason is founded in justice. Justice demands that extraordinary rates be not collected. Justice demands that the lines receive fair consideration for what they do in the way of serving the public. These facts make this question one of simple mathematics.

Said Judge Harlan in a famous rate case: "The utmost that a corporation can demand at the hands of the legislature for the use of its property, is that it receive a fair return on its value." This is more mathematic good for the roads. It is constitutional protection for them. It also gives us the assurance that we have a perfect right to limit the roads to this fair return. The supreme court of the nation says so. More mathematics. But rate making is a "very intricate and complicated problem."

The Washington Railroad commission attempting to determine what portion of the net returns on the railroad investment should be charged against interstate traffic. This is certainly rank comedy. If the Washington commission or anyone else ever spent an hour for purpose they might as well have spent the time in some cool ground for all the good such labors have accomplished.

The tolls are not laid on the value of the road, but upon the tonnage transported. There is no difference in the expense or value of moving tonnage in the state as distinguished from the interstate service. When all the factors are the same, the fact that one crosses a state line while the other does not, makes absolutely no difference in the value or expense of the service. All the rate making GALLEY TWO commissions in the country take into consideration the factors present in the work under its jurisdiction—chief of which is the length of the length of the pulls, the density of traffic, is the service in car loads or less than car loads. And when the rate making power of a state takes into consideration all the factors and makes rates for service under its jurisdiction, the interstate commerce commission would have made exactly the same rates had each of these services crossed state lines in stead of being confined to a single state. The and interstate commissions are doing the same class of work and they should accomplish the same results when circumstances are exactly the same.

Some people honestly think that inasmuch as a line is engaged in both state and interstate service and two authorities are making rates that the value of the property under each one jurisdiction should be established. This is never necessary. The amount of tonnage makes the necessary segregation. When rates are properly made by each rate making power such rates will pay their proportion in support of the public highway paid as the tonnage is moved. No other segregation is necessary.

The writer has watched with interest the workings of the Washington railroad commission and unhesitatingly says that they have, from his observation, resorted to every ingenuity possible to continue exorbitant rates, and put off the correction of rates. The Washington commission, last of all commissions in the nation should be cited as a just example.

The railroad commission idea is the result of years of ineffectual effort in this and other states to attain reasonable and equitable rates by means of legislation. This may be conceded. Some states have provided commissions and got fair treatment through their commission. Oregon has provided a commission who has "set on the lid." It isn't that the commission system is wrong but we have the expense of a commission without a commission's service. This is what is complained of.

Said a learned judge: "The commissioner system is the best method of regulation. A commission can change the rates every six months, while the legislature only meets at stated intervals." Oregon has had a commission for over four and a half years and rates are as bad as ever. If the legislature had given us a set of reasonable maximum rates in 1907 instead of a commission, and had improved these rates in 1909 and 1911, doubtless fifty times as much good would have been accomplished for the people as has been by the Oregon commission. The state of Iowa provided a good commission in 1888. This commission classified the roads, held frequent conferences with them, provided a schedule of rates for the entire state and ordered these rates into effect at a date only about four months after the commission took office. These rates were less than 50 per cent of the rates in force today in Oregon. At this time Iowa had 8000 miles of road comprised of many different systems, doing a business of over \$37,000,000 a year and the work of this commission has stood the test of the Supreme court of the United States.

Says ex-Governor Larabee in his work, "The railroad question" to whom I am indebted for a part of this information: "The increase in both the gross and net earnings of Iowa lines has been remarkable. The net returns in 1889 were \$14.21 per mile line, and four years later \$17.77 net per mile line." Texas also provided a good commission who found her roads capitalized for over \$32,000 per mile. They found the value of the same to be \$17,016 per mile. They provided rates in the various lines and parts of lines dependant upon the value and desist of traffic of the same and these rates have returned to the various owners of the lines 6.73 per cent a year. When the Oregon commission was provided the two principal lines in the state were receiving nearly \$6000 per mile net and about 15 per cent a year net annual interest return. Matters have grown worse under the tutelage of the Oregon commission, and both the annual interest returns and net earnings per mile line are now higher than before.

It is not claimed that Oregon roads ought to be limited to what the Iowa and Texas roads get per mile line, on the contrary they are entitled to nearly three times as much on account of the fact that the are more difficult of construction, consequently are more valuable.

But the Oregon roads are getting more than six times as much per mile as Texas roads. Not only six times as much per mile, but three times as great an interest return on three times as great a valuation. This wide difference can not be justified. If Oregon people had received the favorable treatment accorded the people of Iowa and Texas there would be but little to complain of. But Oregon's Commission has taken more than three times as much time on one case embracing rates on one trunk line of 150 miles than it took the Iowa Commission to provide rates for the whole state embracing 8,000 miles of road.

The Oregon Commission is on the people's payroll but at the same time they most certainly are in the service of the railroad companies. No one familiar with their work can deny that it is the railroad lines that are getting the benefit of their labors. They are puzzling over difficult problems it is intimated. It looks much more like they were making a grand stand play between the Yankees and the benighted, the Yankees holding the sack while the benighted shovel in the coin.

It is said of Daniel Webster that he once remarked in court of an opposing attorney, "Why, he has taken more time to examine one witness than it took the Lord to make the world." Was Webster alive and handling a case before the Oregon railway commission he could with equal propriety exclaim, "Why they have taken more than fifty times as long as it took the Lord to make the world." The Oregonian concludes with "To turn now to the initiative on the railroad rate issue is unprogressive. It is reactionary. It can not be successful. It may be ruinous." It can not be ruinous. It is progressive. Indeed it is the very kind of work the initiative was intended for. When our public servants fail in their duty towards the public, we should get in and do the work ourselves. Never has there been a greater need. Never has there been a matter presented of so vast importance. Never was there a riper time for the use of the initiative than in this question of railway rates. We should without hesitancy initiate proper rates for our railway lines throughout the state. We can and we should. No intention exists to treat the railroad unfairly. The Oregon & California road is owned by sixteen stockholders and should we limit them on their capital to what others get on like capital or to what we contend they are entitled to they will yet receive over \$100,000 a year net each.

The O. R. & N. is owned by 23

NOW FOR A HOT FINISH. DON'T WEAKEN, MUTT, WE'VE ONLY ONE MORE COLUMN TO GO. Illustration of a man running.

stockholders, and would each receive over \$76,000 a year net. This in each instance in addition funds to pay their operative expenses, taxes and funds for the upkeep of their property. Our contentions are certainly over liberal towards these operating companies. Very truly, F. W. GAINES.

SEATTLE—"The defeat of justice through legal quibbling, injunctions, and delay is making more anarchists in this country than all other causes combined," declared Attorney Thomas R. Horner at a mass meeting of Duwamish valley citizens.

Ask Your Neighbor. ABOUT RICKERT'S GLASSES. Rickert's glasses fit the eyes, also the features. You'll not look like an owl if you wear his glasses. Rickert's glasses are handsomely finished, look handsome, improve both vision and appearance. I consider both important and essential conditions and take good care of each of them.

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It's a Saving for Both of Us. You will always find the best meat at our market. Our aim is to please, both in quality and service. WestSideMarket LOUIS HEIL, Proprietor

RANCHES. 250 acres, \$25 an acre, fine subdivision, 2 acres Perry subdivision, easy terms. 15 acres, close in, beautiful view, fine soil, \$250 acre, very easy terms. 41-2 acres, bearing orchard, water right; store; also lease on good pasture and hay land; sale or trade.

TRADE. 11-2 acres, 4-room house, \$650. 150 acres in Wild county, Colorado; trade for ranch here. 150 acres, 1 1/2 miles from town in Willamette valley, rich bottom and upland, 100 acres cultivated, good improvements, \$125 acre. Income property, rentals, \$125 monthly; take good acreage. 20 acres, 18 in pears, close in fine building site and view. 150-acre stock and alfalfa ranch; 150 acres tillable; under ditch; \$75 per acre; take income property. 130 acres raw land; all fine fruit land; take any good property. 80 acres, tillable; \$2000; take town property. 20 acres, cleared; take residence in trade. 80 acres Bear Creek bottom for Dakota land. 80 acres, Palladia, California in orchard, take dairy or stock ranch and city property. Income property, Twin Falls, Idaho, for good acreage.

WANTED. 5 carpenters. Holding engineer. Jobs for general housework. City and ranch property to list. Cutoff men, box factory, \$3.00. Tall cutoff men, \$2.50. Buckers, \$2.75.

E. F. A. BITTNER. ROOM 200, PRIPPS BUILDING.

Where to Go Tonight

THE ISIS THEATRE. BIG DOUBLE BILL. Special Engagement of William Brewer and Florence Bell in "The Daughter of Eve." Here is the act you have long been waiting for, something out of the ordinary run of acts, and one that will interest you as well as give you something to talk about for days to come; full of rest success on all of the larger comedies that is real comedy, with a little singing and a bright lot of new jokes and all kinds of funny situations, that you just can't keep from laughing at; the act that has met with the very great success throughout the northwest. This is the act you don't want to miss see'ng. —Also— Smith and Ellis, German Comedians. One big yell from start to finish; the funmakers whom the whole of the Pacific coast from north to south is still laughing about, in their side-splitting scream "Fritz's Visit."

UGO Theatre

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