

MEDFORD MAIL TRIBUNE

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GEORGE PUTNAM, Editor and Manager

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MEDFORD, OREGON.

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

Population, U. S. Census 1910—3340; estimated, 1911—10,000.

Five hundred thousand dollar Gravity Water System completed, giving finest supply pure mountain water, and 17 miles of streets paved.

Postoffice receipts for year ending November 30, 1911, show increase of 19 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 Newtown woe.

First Prize in 1910 at Canadian International Apple Show, Vancouver, B. C.

First Prize in 1911 at Spokane National Apple Show won by carload of Newtowns.

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

Write Commercial Club, enclosing 6 cents for postage for the finest community pamphlet ever published.

JOLTS AND JINGLES By Ad Brown

When election day approaches And upon our time encroaches,

We are apt to reason this way, sad but true,

"Guess I'll vote for so and so, He's a neighbor don't you know,

Though the other man's the better of the two."

When, perhaps as we suspected, Neighbor Thompson is elected,

We are apt to be the first of all to say,

That the crowd who got the votes Are a sorry bunch of shoats

And the town will surely live to rue the day.

Now that \$5000 has been donated to the University of California to be used in the close study of earthquakes, will there be any disappointment if a quake isn't promptly supplied?

The returns will show that a lot of voters in the Second ward fought bravely for Gaid Ireland.

I don't believe in calling names, And yet I dub as "goat" The fellow who went through the day And quite forgot to vote.

Personally, I'm against all "rings," not excluding the one my wife has been looking at in the jewelry store window.

BRYAN POSITIVELY NOT A CANDIDATE

Says He Can Do Better Work in a Campaign for Someone Else Than He Can for Himself—Disclaims Overweening Ambition.

WASHINGTON, D. C., Jan. 9.—Final declaration that he is not a candidate for the democratic nomination for the presidency was voiced here at 4 o'clock by William J. Bryan at the Jackson day banquet.

"I have been accused of overweening ambition," declared Bryan. "I have been a candidate for the presidency three times, and some people believe I am indispensable to a democratic campaign, but I won't let any of you believe that has been the object of my life.

"I will do more effective work for him who is selected as standard bearer for the democracy in the next campaign than I could possibly do for myself."

"To make advertising improve as your store improves—grow even in advance of your store's growth—reflect always your store's character, purposes and accomplishments—these are the aspirations of a real merchant!

Hankins for health.

STORY OF A BUSTED BUBBLE.

AFTER a brief and not at all glorious career, the Grants Pass and Rogue River railroad, the line that died aborning, has been thrown into receiver's hands, where the lawyers will expose its skeleton and pick its bones. Its brief-existence points a moral and adorns a tale.

A year or so ago the railroad was projected to be built to the sea. The published announcement immediately brought a statement from the Southern Pacific that it also would build a line to Crescent City, followed by the organization of a company composed of Southern Pacific officials to construct the same. This bluff, so old in Oregon that it has grown bald-headed, had the expected effect—it effectually cut off capital and scared financiers from the independent project, while the Southern Pacific's proposed child never even reached the conception stage.

The Grants Pass & Rogue River railroad promoters then switched their terminus from the sea to the Oregon caves, and thereby lost the antagonism of the Espee. They were no longer dangerous, merely promoting a needed feeder.

Options were next taken for land along the proposed route in Williams valley and a gorgeous colored panorama of the district traversed issued. Attention was called to this neglected region and homes for the multitude offered for sale. A stretch of brush land was secured across the river from Grants Pass and a rival townsite staked out—lots being offered for sale on the instalment plan.

People of Grants Pass cooperated with the railroad promoters heartily. They subscribed a bonus of \$65,000 or so for the new line and paid the first instalment. Grading was begun at Grants Pass and a temporary trestle built across the Rogue. The band turned out, speeches were made and the golden spike was driven with all the delightful fol-de-rol that graces such momentous occasions.

The boom was on. Grants Pass lots advanced in price overnight. Citizens began making themselves rich by the simple process of marking up values. The infection spread. Some of Medford's citizens who should have known better, took money badly needed at home, to Grants Pass (and left it there) to see if they also could not pull themselves over the prosperity fence by tugging at their boot straps.

The boom lasted until the first instalment of the bonus was exhausted. Citizens became suspicious and refused to pay the second. Work ceased upon the railroad. Realty values fluttered painfully awhile in the air, then volplaned back to earth, when it became known that efforts to finance the railroad had failed.

The sole monuments left of the proposed railroad are the "one-spot," as the only locomotive was affectionately termed, a stretch of track and a wavering trestle which the Josephine county court has brought suit to have removed as a public menace, and, the most enduring of all—litigation.

Yet the G. P. & R. R. railroad has served a useful purpose. It awakened Grants Pass out of its lethargy, if only for a brief period. It leaves a better town than it found. It brought in new money, new buildings—and what the city needed badly—a good hotel. It taught the value of cooperation and showed citizens what it could accomplish. If Grants Pass does not profit by its experience it only has itself to blame. The same amount of money and energy expended would secure for the city industries providing payrolls that mean more to the city than branch railroads—or it will start railroads that others will finish.

It was probably no fault of the promoters that the line was not built. It was well planned and, with its realty prospects, should have been a profitable investment, a modest little branch railroad—nothing to justify extravagant hopes or wild speculation, and absurd inflation, but a developer such as the Southern Pacific ought to be building all over Oregon.

The times were evidently out of joint, unpropitious for floating railroad or similar enterprises. Even the Hill and Harriman systems have had difficulty in financing new lines during the past few years. But it was better to have tried and failed than never to have tried at all.

A Test of Fuel Oils

By P. J. O'GARA.

Pathologist and Special Meteorological Observer U. S. Weather Bureau. (Continued from Yesterday.)

2. It has been found that all fuel pots of the lard pall type have practically the same characteristic. This is true of the common lard pall, the Bolton, Troutman, and Hamilton Competition types. The burning rate varies very widely, being approximately one-half as rapid when the oil is nearly consumed as when the pots are first lighted. The patent types which have a row of holes near the upper rim show no particular advantage over the common lard pall. In the one-gallon type, the soot arrester is a distinct disadvantage in that it tends to cut down the burning area and extinguishes the flame. Even in the two-gallon type, its value is much over-rated. Whatever increased time in burning there may be, is always obtained at the expense of heat units generated per unit of time.

3. Reservoir orchard heaters are practical when not too complicated. In the Hamilton heater we have we have a really practical type which can be easily regulated. The Underwood is entirely too complicated and, besides, cannot be regulated. We have not used the Richardson heater, but the fact that the flow of oil must be regulated by a cock is one thing which is not in its favor. All appliances which may be easily clogged must be avoided. While we have not used the Richardson heater in the present tests, we did so a year ago and found that proper regulation is not so easy as it would seem. Furthermore, it takes too much time to adjust the rate of oil flow, and this is an important factor in orchard heating. Time is important when the temperature begins to drop.

4. The difference between the temperature inside the heated orchard and that outside does not remain constant throughout the period of heating. This is due to a decrease in the quantity of oil consumed as the pots burn low. This can only be avoided by having heaters in reserve, or by using reservoir heaters which may be regulated in accordance with temperature conditions.

5. Under our conditions, and with the present price of fuel oil, it will cost approximately one cent per hour for each heater used, providing this heater does not have a top surface greater than 44 square inches. The total cost per heater per hour cannot be accurately stated as the cost of distributing the oil will depend entirely upon the methods of storing and handling. The cost per acre hour may be found by mul-

tiplying the number of heaters used per acre by the cost of burning one heater. Fifty one-gallon heaters will burn approximately twelve and one-half gallons of fuel oil per hour. With the fuel oil costing 4 cents per gallon, the cost per acre hour will be about 50 cents when all the pots are burning.

6. The quantity of fuel oil necessary to raise the temperature five degrees F. above the surrounding air in an orchard in full bearing with the trees covering a good deal of the ground will be approximately 12 1/2 gallons per hour. This will be true if the air remains calm or does not move more than one or two miles per hour. In young orchards, with the fruiting area low, practically double the quantity of fuel oil will be necessary.

Characteristic of Bolton and Lard Pall One-Gallon Orchard Heater Without Soot Arrester.

Plate I, Fig. 1. The curve under Figure 1 shows the characteristic of the Bolton and lard pall one-gallon orchard heaters without soot arrester. It represents, namely, the burning time, the quantity of fuel burned, and the rate of burning of fuel oils in this type of pots. We note, for instance, that the burning time was 4 hours and 13 minutes; the quantity burned was 118 ounces; the rate of burning a variable quantity ranging from 5 ounces for 10 minutes to a maximum of 6 1/2 ounces of oil for 10 minutes of time, diminishing to a little more than 2 ounces for 10 minutes of time. This curve was plotted from data obtained by placing 118 ounces of fuel oil on a balance and noting at the end of each 10 minutes the quantity of oil burned. The apparatus is shown in Plate II. The curve shows plainly that the rate of burning is not proportionate to the time of burning. If the rate remained constant, the curve would have been a straight line, and the burning time would have been correspondingly shortened. Each small space on the vertical lines, or ordinates, represents 2 ounces; and each space on the horizontal lines, or abscissae, represents 2 minutes of time. In order to find the quantity of oil burned at the end of any period of time, take the distance from the point denoting the time to the point at which the ordinate, or vertical from this point, cuts the curve. For instance, to find the quantity of oil burned at the end of two hours, we count the number of spaces from the point marked "2 hr." to the point above where the curve cuts the vertical. In this case, remembering that each space represents 2 ounces, we find that the one gallon heater at the end of 2 hours burned 69 ounces of fuel oil. If we wish to know the rate at which oil is consumed during any interval of time, all that is necessary to do will be to take the difference in the total quantity of oil burned at each particular period of time. For instance, to find the rate of burning between the hour of 1:00 and 1:20 we note first at 1:20 that 48 ounces of oil had been consumed; at 1:00, 26 ounces had been burned. The difference between these two quantities is 12 ounces, and, therefore, we note that in the 20 minute interval oil was being consumed at the rate of 12 ounces. If we wish to find the average rate per minute during this interval of time, divide 12 by 20, which gives 0.6 of an ounce as the burning rate per minute. The rate may be found at any other point on the curve in the same way.

In Figure II, Plate I, the upper curve represents the orchard heater characteristic. This curve is represented on a different scale than the one above in Figure I. However, the burning rate at any time may be read directly. For instance, we note that at 2:00 a. m. the heater was consuming oil at the rate of 6 1/2 ounces per unit interval. At 4:00 a. m. it was consuming oil at the rate of 5 ounces; at 5:00 a. m., 4 ounces; at 6:30 a. m. a little more than 2 1/2 ounces per unit interval. The curve below the orchard heater characteristic is the temperature characteristic and it will be noted that the two curves are very similar. The temperature curve was obtained by taking the difference in temperature between the temperature inside the heated area and that outside for each interval of time, say every 15 minutes, from 3:00 a. m. to 6:30 a. m. It will be noted that at 3:00 a. m. the temperature inside the orchard was 5 degrees higher than that outside, while the orchard heaters were burning fuel at the rate of 6 1/2 ounces per each ten minutes of time, or what is the same thing, 0.65 of an ounce per minute. At 5 a. m. the difference in temperature between the orchard and the outside atmosphere was 3 1/2 degrees, while the orchard heater was consuming oil at the rate of 4 ounces per 10 minutes of time, or 0.4 of an ounce per minute. At 6:30 a. m. the difference in temperature was about 2 1/2 degrees, and, at this time, the heater was burning just a trifle more than 2 1/2 ounces of fuel oil in 10 minutes, or 0.25 ounces per minute. Nothing could be more striking than the similarity of these two curves, the data from which they were constructed having been taken quite independently. It must be remembered that these curves are not the only ones that might have been constructed. We have a large mass of data out of which many more curves similar in every respect might have been plotted. We feel, however, that the ones given will be quite sufficient to illustrate the matter fairly intelligently and, for this reason, we omit them.

Plate II. Method of rating orchard heaters. The cut indicates a lard pall type of orchard heater placed upon a balance. The fuel is lighted and readings taken at definite time intervals. Plotting the time and quantity of fuel oil consumed in each unit of time, we construct curves similar to the one represented in Plate I, Figure 1, and the upper curve in Figure II.

Medford Theatre, Jan. 10 13th Season

"There ain't no sense in doin' nothin' for nobody what never done nothin' for you." —Sis Hopkins.

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Medford Theatre Thursday, January 11th

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E. F. A. BITTNER ROOM 7, PALM BLOCK Opposite Nash Hotel Phone 4141; Home, 14.

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Seattle Appraisals Several Medford people have employed us to appraise Seattle real estate. Such appraisal is usually worth more than it costs. Ira J. Dodge of Medford was formerly connected with this office. Other Seattle and Medford references on request. R. C. EHRKINE & COMPANY 200 New York Bldg., Seattle (Charter Member Seattle Real Estate Assn.)

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