

MEDFORD MAIL TRIBUNE

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GEORGE PUTNAM, Editor and Manager

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SWORN CIRCULATION. Daily average for eleven months ending November 30, 1911, 2751.

Full Leased Wire United Press Dispatches.

The Mail Tribune is on sale at the Ferry News Stand, San Francisco, Portland Hotel News Stand, Portland, Rowman News Co., Portland, Ore., W. O. Whitney, Seattle, Wash.

MEDFORD, OREGON. Metropolitan Southern Oregon and Northern California, and the fastest-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 17.3 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 Newtowns won first prize in 1910.

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Rogue River pears 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.

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

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

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Supreme judges win their status By the power of their wits; And they win our condemnations When they knock our schemes to bits.

As for the baby emperor of China, he is no longer a two-foot ruler.

Says the man who loves statistics, "The Jordan is the most crooked river in the world—and that's straight."

The \$20,000,000 collar trust leaves no doubt as to where the public will get it.

When our little bond election, Which we voted to a man, Met a bunch of supreme judges It just turned its tail and ran.

And the whole bond proposition Isn't any good they say; But we'll get the roads, Dog-gone ye, For we'll find another way.

King George got 30 tigers in Bengal, but where are the 90 cheers that should have gone with them?—New York World.

"I am not running," says Mr. Roosevelt, "but I dare anyone to give me a shove."

The Garden of My Heart. My heart is a little garden Set in a desert waste; The walls are rough, the door is small, And high the key is placed.

—Shariot M. Hall.

My heart is a little garden Where foolish fancies grow, And every time a rose blooms there A frost doth lay it low.

—Birmingham Age-Herald.

My heart is a little garden Where weeds have grown of late; And friends advise the time is ripe For me to cultivate.

—And Maybe Not.

With a hook on the supreme bench maybe the trusts will get it.—Grand Rapids Press.

Roosevelt's granddaughter has never been photographed. Too bad she doesn't take after granddad.

"Americanitis is the cause of the divorce increase," says a Harvard professor. More likely Renitis and stage doortis.

Those Campaign Funds. I do not ask for office, I make no rash pretences; But I would really like the chance To handle the expenses.

Some Medford men would have us seriously believe that the only reason they are not spending great sums today is because the bond issue was knocked out.

VALLEJO, Cal.—Word has been received at Mare Island that two cases of measles have been reported on the cruiser Maryland. The ship was recently sent from Honolulu to Ecuador under secret orders.

MEDFORD'S WINNING RATE FIGHT.

THREE important events for Medford have happened in the past week.

First, Jackson county road bonds were held illegal by the supreme court, but a way pointed out whereby the county cannot only issue valid bonds, but change the entire form of county government, placing it upon a business basis.

Second, the Blue Ledge mines have been patented, after five years' continuous effort, which insures the building of a smelter and the operation of this great copper mine.

Third, and by no means least, is the order of the state railroad commission reducing rates to all points on the Southern Pacific—a second twenty percent reduction for Medford—a result secured solely by Medford enterprise and fighting ability.

This calls attention to what Medford has accomplished in rate litigation since the Medford Traffic Bureau was organized two years ago to secure equitable rates—a work just as important, perhaps more so, to the community as the work of the Commercial club. In addition to the cases brought before the state railroad commission are three others pending before the interstate commerce commission, which will probably cause still further reductions and enable the building up of a distributing center here.

Business men of Medford organized the Medford Traffic Bureau early in 1910. They each contributed a monthly sum to support the bureau in its rate fights. Frank H. McCune, who won prominence by his work in the Spokane and Reno rate cases, was secured as rate expert and commerce counsel. The decisions so far secured proves that the state commission has been convinced that Medford's claims were just.

It will be recalled that the Southern Pacific company had two different scales of rates, one for Portland, the other for the interior. The same thing was in effect on the O-W. R. & N. company's lines. Further, the O-W. R. & N. company had a different schedule of distance of rates than the Southern Pacific company; in fact the whole system was irregular.

The railroad commission on its own motion attempted to adjust the rates out of Portland to Medford, Ashland and other points. In its opinion the first class rate Portland to Medford was reasonable at \$1.18 the hundred and to Ashland \$1.23, and left the classes C. and E. the same as the 1887 rates and class D. higher.

Medford appealed for a reasonable adjustment of distance class rates and outlined a schedule for which she contended and supported by evidence. Later Medford announced by resolution a plan for a uniform system of rates for the entire state regardless of person or place, and by her untiring effort secured the formation of a league to prosecute such a plan to initiate rates on this basis.

Immediately after this announcement the state commission inaugurated on its own motion a suit against the O-W. R. & N. company and the S. P. company and attacked the distance class rates on both roads which were not uniform with one another.

Some time after this the interstate commerce commission issued its order in the Portland eastbound rate case and changed its former opinion of a horizontal reduction of 20 percent and instituted the mileage system exactly upon the basis and practically at the same figures which Medford contended for in its California distance rate case, and which also was presented to the commission in a former Baker case but not elaborated as in the Medford case. This same principle and system of rates was contended for before the state board.

The interstate commerce commission Portland case did not include points on the S. P. company so that any order made in that case would not have given relief to Medford or S. P. company towns, hence if Medford had not been before the state railroad commission there would have been "nothing doing."

By reason of the reduction gained in the distance class rates the rates out of Portland have been indirectly adjusted, and the alignment is a step toward the uniform system of rates outlined in the initiative resolution in that for distance over 200 miles on the S. P. company and 150 miles on the O-W. R. & N. company the rates are the same for all points on these respective lines and the rates are the same on both roads.

By reason of this reduction all towns on the Southern Pacific company south of Roseburg will enjoy a reduction in rates over the rates found to be reasonable by the commission on its own order, resulting in a cut of 18 cents first class at Medford and 23 cents at Ashland, and all this has been done by Medford without the aid of a single town or the contribution of a single cent by any other town—being done by Medford alone.

Furthermore, the Washington state commission's order is exactly the same as the Oregon commission. In this respect it will be noted that Medford and Baker asked an adjustment based on a 115 mile scale, which scaled up from the 115 mile point at 1 cent per 100 pounds for each five mile increase. By comparing the order with the petition it will be found that the order reads for "distances more than 115 miles and not over 120 miles the increase for first class will be 1 cent for each five miles," which indicates that the Medford and Baker plan was followed by both the Oregon and the Washington commissions.

It is clear that it was Oregon and not Washington which is setting the pace toward a proper and equitable adjustment of rates, and this has been brought about largely, if not wholly, by Medford.

It is well worth calling attention to what Medford has accomplished as a beginning in her rate war so that other towns see the beneficial effects of a properly conducted and vigorously prosecuted campaign for just and equitable rates.

ROAD BENEFITS EASY TO SEE

John M. Scott on Return From Southern California Says Highways Are Great Attraction to Tourists.

Principal among California's attractions for the tourist, says John M. Scott, general passenger agent of the Southern Pacific, who has just returned from that state, is in the excellent roads, and therein lies a moral for Oregon, he declares.

Mr. Scott left Portland with the party of Canadian excursionists and passed the intervening time in the rural districts of California, with the exception of a few days' visit in Los Angeles and San Francisco. His principle purpose was to get in touch with eastern tourists to learn from them the reasons for their frequent pilgrimages to California and to study a method by which the same class of people that visits the southern states in the winter months can be induced to come to Portland in the summer time.

"Good roads," Mr. Scott believes, is the key to the situation. He found that people on pleasure trips like to keep moving and that they like to see new sights. Travel over country roads affords them these opportunities. The automobile has grown to be the chief means of transporting people on such long trips. To make automobile travel attractive good roads are necessary. California has them.

"I found that many people who are denied the delights of automobiling in their respective home communities go to California for the purpose of indulging in these pleasures," said Mr. Scott. "Automobile owners in some northern states where the snow and ice preclude the possibility of road travel in winter time, take their machines with them to California. Others who have not the time to use automobiles for pleasure at home and who, consequently, do not own machines, rent cars by the month when they go to California.

"While I realize that it requires a great deal of money to build first class public highways, this kind of money would be well spent in my estimation."

California hotel owners, Mr. Scott reported, are gratified over the heavy movement of northwestern people to that state for their winter vacations. A reciprocal sentiment now is being engendered with the probable result that California people will start to come to Oregon to pass their summers. Some of this business is already under way.

NOTICE TO MINE OWNERS. All persons who are desirous of securing space in the Medford Mining Jubilee Book on the mineral resources of southern Oregon and northern California, to be issued Feb. 1, 1912, should immediately call upon or address C. W. Patterson or Guy T. Thrasher, Nash hotel, Medford, Ore.

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120 acres 9 miles from Central Point, will exchange for California property. Price, \$75 per acre.

15 acre orchard tract with 1/2 mile of Medford. Something choice. Ask us.

160 acres level land all tillable, 6 miles from Eagle Point. Price \$7000; \$1500 will handle or will exchange for other property.

120 acres in Sams valley, 17 miles northwest of Medford, 7 miles east of Gold Hill. This is a good sidehill fruit ranch in the rough. Soil is deep. Some saw timber and wood enough to pay for place. About 12 acres cleared, cheap new house, barn and chicken house. Part of this can be irrigated from spring and creek. Price \$3500. Will take half in city property or sell on easy terms.

5 acres truck and berry land on Bear creek for sale or exchange.

160 acres timber, will exchange for lots. Price \$3200.

Will exchange real estate for automobile.

List your alfalfa land with us. We have inquiries.

8 room house, fine residence district, 4 bedrooms, each with sleeping porch, modern in every way. Price very low considering value. \$1750 will handle.

If you consider buying lots be it a high class residence lot, suitable for a mansion or something cheap, we have them and you will find both price and terms right.

We have quite a number of tracts ranging from 5 to 20 acres each within a radius of 1/2 mile of Medford limits. Considering the past wonderful growth of Medford and all signs indicating a continuance of the same, we have no hesitancy in recommending the purchase of acreage adjacent to this city. For the past three years we have not only prospected but practiced this policy with gratifying results. Our experience and advice are at your disposal.

19 acres deep, black stick soil near Central Point, 5 1/2 acres 3 year old orchard. Price, \$2500; \$1000 will handle. Will exchange. Submit proposition.

29 acres in cultivation 2 1/2 miles S. W. of Medford. Price \$6000, easy terms. Will exchange. Submit your proposition.

120 acres nine miles from Central Point will exchange for California property. Price \$75 per acre.

87 acres foothill fruit land, 8 miles N. W. of Medford, partly in young orchard. Can be irrigated. 6-room house. Will exchange for other property, not necessarily local. Can pay cash difference.

10-acre tract within 1/2 mile of Medford. 5 acres in 3 year old pears, 1 1/2 acres bearing grapes; house, barn, henhouse. Price \$6000; terms.

8.1 acres choice commercial orchard, close in, one half in bearing; ideal home site. You'll like this. Price \$1000 per acre.

1 1/2 acres inside city limits on paved street, 4 room furnished house, barn, chicken house, all kinds of fruit or berries. Price \$4500. For sale or exchange.

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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. ERSKINE & COMPANY 206 New York Bld., Seattle (Charter Member Seattle Real Estate Assn.)

Medford Real Estate & Employment Agency FOR SALE: 280 acres 1/2 mile from Gold Hill, 480 acres good grain and stock ranch. 20 acres near Central Point \$100 per acre. 160 acres 4 1/2 miles out, \$150 per acre. Furniture for 4 rooms, dishes go with the deal, \$100. TRADE Houses in Los Angeles to trade. Stock of hardware in California, \$70,000 worth of property to trade for ranch. 10 acres near Central Point for house in city. MISCELLANEOUS Want from owner, acreage to trade for Los Angeles property. All kinds of trades in California. Horses for sale. Furnished houses for rent. Vacant houses in all parts of the city for rent. List your property with us. EMPLOYMENT: Waitress. Woman to cook on a ranch. Girls for general housework. E. F. A. BITTNER ROOMS 6 AND 7, PALM BLOCK Opposite Nash Hotel Phone 4141; Home, 14.

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