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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—2260; estimated, 1911—10,000.

Apple King of the World: The United States now has a college of immortals. Immortality, on the ballot system, means that a lot of people who would otherwise soon be forgotten, will have a chance to think they are famous.

COLVIG AND THE GOOD ROADS BILLS.

PRESIDENT Wm. M. Colvig of the Medford Commercial club is out with a broadside against the good roads measures proposed for initiative action by the state good roads association.

It cannot be too clearly set forth that, in opposing the good roads legislation, Judge Colvig speaks only for himself and not for the Medford Commercial club. His attitude is not necessarily the attitude of the club, on this subject, any more than it is on other subjects upon which he is in the habit of airing his opinions—such as politics, mining, railroad rates, etc.

The character of the interview would lead a stranger to infer that Judge Colvig spoke for the commercial club, and voiced the prevailing idea of its membership. It will probably be printed as such in the Portland Oregonian, creating the impression throughout the state that the progressive citizens of Medford are fighting good road legislation, whereas these bills have never been brought before the club.

Only a short time ago, Judge Colvig as president of the commercial club, repudiated in an Oregonian interview the proposed initiative railroad rate bill promulgated by the Medford Traffic bureau—and at the next meeting the commercial club almost unanimously endorsed the measure. He openly opposed railroad rate agitation, and yet the Medford Traffic bureau's vigorous crusade for more equitable rates has already resulted in nearly a 40 percent reduction, and more are on the way, and it will make possible the growth of the city as a distributing center.

Judge Colvig's remarks show that he has not read any of the eight bills, but is taking the knocking Oregonian's word for them, and the Oregonian is his bible. He says: "The reason why I advise opposition to the proposed acts is that I believe the people of the counties of the state should keep the power of expending money for good roads in their own hands and not make themselves dependent upon any commission or bureau at Salem."

"If there is any money to be paid out for good roads there is no more reason why the state highway commission should have the balance of power than that it should have the power to say where we should build our streets. I believe in home rule for the building of roads in the several counties of the state. We need no state supervision in the matter, and I hope the people of Jackson county will assert their right of self-government and sit down very hard on the proposed bills, as espoused by the Oregon Highway association, and only support the enabling act, which gives them the right to control without any strings on their endeavors."

Judge Colvig's argument is merely an echo of the Oregonian's, which opposes progress along all lines. Counties have been spending their own money for half a century—and still we have no good roads. Most of the money has been wasted. Every county commissioner, every county court in each of the counties, thinks they know more about road building than the United States government—and 57 different brands of highways—none good—have been the result. When a few counties have attempted to hire road engineers—politicians, not efficiency, has governed the appointment—and it will ever be so. State highways should be under state supervision and constructed along uniform lines. If the state can aid the county, can put up dollar for dollar, the aid should be accepted—even if it made local graft impossible.

Examine these bills in detail and see that Judge Colvig's objection applies to none of them, observe how little study he has put on the subject. One is for amendment of Section 7, Article II of the constitution and provides that the state may incur indebtedness for permanent road building. This would make possible the building of state highways. It would legalize the Crater Lake highway appropriation. It would enable the state to cooperate with counties in road work. What objection can there be to this bill?

Two other bills are for the employment of local and state prisoners upon highways, instead of keeping them confined in prisons—sensible, humane and economical. No progressive citizen can object to these bills.

Another bill is an enabling act, permitting county courts to call road bond elections. It would have legalized the Jackson county election last fall. Judge Colvig thinks special elections should not be permitted on account of cost, but action should be taken at general elections—making counties wait two years for road improvements. At the same time Judge Colvig is heading a movement requesting the governor to call a special session of the legislature to enact just such a bill. Consistency, thy name is Colvig!

A fifth bill is an act permitting the creation of a state bond issue for the building of permanent roads. It authorizes the expenditure of \$2,000,000 a year for ten years in permanent highways. This is the bill that has aroused the opposition of every mossback in the state—including the Oregonian—twenty million dollars for highways! And yet California is spending \$38,000,000 in one lump!

A sixth bill provides for the creation of a state highway fund, makes a distribution of the license taxes derived from motor vehicles, and provides for its apportionment among the counties for the construction and maintenance of roads and bridges, counties being required to spend an equal amount, the entire work being done under jurisdiction of the state highway commissioner.

A seventh bill defines state aided highways, as being those paid for wholly or in part out of the state highway fund, and enables any county court to avail itself of state aid in road construction or repair work.

The eighth bill is the so-called "centralization" measure. It establishes a state highway department and authorizes the appointment of a state highway commissioner at

\$5000 to supervise all work paid wholly or in part by the state.

There is nothing in any of these measures preventing "home rule" or interfering with the supervision of the expenditure of county funds other than by county authorities. The state exercises jurisdiction only upon highways where the state is paying, wholly or in part, for the work. If Jackson county wants to spend its money, it can, but if it wants the state to put up dollar for dollar, the state will insist upon supervision.

What is there about any of these bills that any progressive citizen can object to? They cover the road situation in a thoroughgoing manner, and make the state bear the share it should bear in its own development—something the state has so far failed to do. They solve the highway problem, local and general, as well as the prison problem.

MUTT AND JEFF COMING



"Mutt and Jeff," which will be the attraction at the Medford theater commencing February 22, is described as one of the funniest plays ever written. It is a dramatization of the cartoons of Bud Fisher of the same name, which have been attracting the attention of the entire country for the last year or so.

The first lodge in Oregon was instituted at Portland January 26, 1873. There are now 80 lodges in the state with a membership of about 6500. The local lodge was instituted April 2, 1890, and is now in a flourishing condition. Next Monday evening they expect to hold an interesting session and all members are urged to attend and all sojourning knights are cordially invited to join in the celebration. The anniversary date this year chances to fall on the regular meeting night of the local lodge and committee have been appointed to make suitable arrangements to celebrate the occasion in a befitting manner.

LOCAL LODGE WILL CELEBRATE

Knights of Pythias to Observe the Forty-eighth Anniversary of the Institution of the Order, on February 19.

Next Monday, February 19, the local lodge of Knights of Pythias will commemorate the 48th anniversary of the institution of the order. February 19, 1864, when strife and dissensions were tearing at the heartstrings of our nation, Justus H. Rathbone instituted the order at Washington, D. C., on the three cardinal principles—friendship, charity and benevolence. He built wiser than he anticipated and he lived to see the product of his fertile brain thrive beyond his fondest expectations. At the time of his death, December 9, 1889, the order had a quarter of a million members enrolled under its banner. It has made the greatest strides in advancement of any fraternal order in existence until today, at the tender age of 48 years, it number three-fourths of a million members.

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Look at Your Child's Teeth



occasionally, to see that they are all right and have no symptoms of decay. If in doubt bring the child to us for an examination. We are competent dentists of long and varied practical experience and do the best work in every branch of the profession. Our charges are most moderate, as our many pleased patrons will tell you. And our work never fails to give satisfaction.

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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. E. C. ERSKINE & COMPANY 200 New York Bldg., Seattle (Charter Member Seattle Real Estate Assn.)

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Medford Real Estate & Employment Agency

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TRADE 5 acres, will take house as part exchange. 10 acres near Central Point for house in town. 20 acres up Griffin creek good for chicken ranch. 25 acres at Eagle Point for a good lot or a team. 2 Red cars to trade for acreage or lots. I have all kinds of trades to offer. Trades, trades of all kinds. EMPLOYMENT 2 men for pruning. Girls for general housework. Six coal miners. E. F. A. BITTNER ROOMS 6 AND 7, PALM BLOCK Opposite Nash Hotel Phone 4141; Home, 11.

WHERE TO GO TONIGHT

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MINING CLUB IS TO MEET SATURDAY

Mining men and all who are interested in the mining industry in this section are cordially invited to attend the next meeting of the Mining Men's club which will be held in the city hall Saturday, February 17, at 8 p. m. sharp. This will be a very important meeting and all are urged to come and bring their friends along. Everybody will be welcome. One of the objects of the Mining Men's club is to maintain a permanent exhibit of ores and minerals. With that end in view Secretary Patterson requests those who desire to contribute to the collection to bring or send their best specimens to him at the Nash hotel, where they will be properly marked and displayed in the glass case that has been provided for that purpose. Later on there will be more available space for the larger samples.