

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 Length Wire United Press Dispatches.

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

MEDFORD, OREGON.

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

Population—U. S. census 1910—2846; 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 Spitzbergen 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.

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

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

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

SHIPPING BARTLETT'S FROM CALIFORNIA

The California Fruit Distributors, under date of Sacramento, July 6, issue the following market letter:

The following gives the number of cars of deciduous fruit shipped from all points in California for the week ending Friday, July 5, 1912.

Cherries—523 1/2 cars. The cherry movement for the week was about the same as for the preceding one.

The bulk of the shipments originate in the Santa Clara valley, but there is still an occasional straight car of this fruit being forwarded from Placer county. Daily shipments have now dropped to a very low point and will soon cease.

Apricots—20 cars. A few apricots are still being packed for eastern shipment in the Suisun valley and at Acampo. Outside of this there is very little doing and the movement will soon entirely cease.

Plums—204 1/4 cars. This week's shipment represents a heavy increase over the previous week. Nearly all varieties are being offered. In addition to Climax, Tragedy, Burbank, Abundance, Red June, Simoni, Santa Rosa and Formosa, we now have the first offerings of Washington, Jefferson, Peach Plum, Purple Duane and California Red. The plum season is now at its height.

Peaches—723 1/2 cars. The output this week is double that of last and for the coming week there will be even a greater proportionate gain if satisfactory markets can be found for the product. Alexanders are finished. The bulk of the offerings now is Triumph, but very considerable quantities of Hales and St. Johns are now available.

Pears—93 1/2 cars. Bartlett's from the river are appearing in constantly increasing quantities and will cut considerable figure in the shipments of next week. All reports indicate that the river crop will be of fine quality.

MUCH CREDIT DUE RACING OFFICIALS

Too much credit cannot be given the officials of the Medford Driving club for the success of the three days racing meet at the race track and motor speedway, which closed Saturday afternoon.

The meet was the most successful ever held in southern Oregon and not a detail was lacking.

Premier honors must go to Robert A. Flynn and Dr. J. L. Helms for the success of the meet. Flynn arranged the motor races and Helms the horse-racing events. Both worked night and day and were tireless in their efforts. They deserve a vote of thanks.

Other men active in arranging the meet and contributing largely to its success were J. W. Lawton, P. S. Steenstrup, Scott Wolf and M. F. Hanley.

ABOLISH THE BED ROOM.

PROBABLY the first dwelling house occupied by humanity was the natural cave. It was utilized, as the wild animal of today instinctively utilizes the same sort of abode—for protection against the elements and against natural enemies.

As the species advanced in intelligence, as reasoning powers developed man learned to hew out his own caves. Once this art required, the weakness of the race drew the individuals together for common defense, developing the gregarious instincts, and the cave cities were evolved.

The development of the constructive talents resulted in the primitive shelters and thatched huts, the first probably being in trees for safety. Henceforth the evolution of humanity is reflected in the progress of architecture.

In the cradle of civilization, as it were, the race learned to sleep indoors for protection. The need of this protection ages ago passed away, but so slow is the progress of humanity in simple things, so bound it is by the chains of custom and precedent, that we find millions still enduring discomfort and a misery that reflects in a physically deteriorated race, to secure the protection needed by our antediluvian ancestors some thousands of years ago.

One of the principal curses of civilization is the indoor sleeping habit. To it is directly due the slums of the big city—the huddling together of thousands in a ridiculously small area. To it is due the unhygienic tenement and its sweat-shop misery. To it thus is indirectly due both the production of a pauper and criminal class and of an idle rich class, the one bred in the foul air of the slum and the other deriving its revenue from the rental of this foul air.

It is one of the principal causes of infant mortality and the spread of disease.

So firm has this indoor sleeping habit become fastened upon the race that if a man builds even a house of two or three rooms, one will be a family sleeping room—when the same amount of money would provide half a dozen sleeping porches. The farmer with all creation to sleep in, prefers to swelter in the close, stifling air of his chamber as does the millionaire who spends a fortune chasing fresh air that he immediately bars out of his presence.

The indoor bed room exists without reason—it is an anachronism that breeds disease, impairs vitality, and blocks human progress. It is an expensive habit for rich and poor alike without a redeeming feature. It ought to be forbidden by law, just as the tenement and lodging house as at present constructed should be and it will be some day.

It is only a few years since the out of door bedroom and sleeping porch came into vogue, just as it is only a few years since the city became a sanitary place. There is only one open-air apartment now to many thousand indoor ones. But they are destined to be universal, common sense and hygiene demand it.

Good health demands pure air, at least part of the time, and this can best be secured by sleeping out of doors.

Little Journeys to the Homes of Oregon Industries

Written for the Mail Tribune by Col. E. Hofer, Manager Made in Oregon Campaign.

The battle for greater prosperity for Oregon industries and greater prosperity for the people of Oregon is headed by W. H. McMonies, serving the second term as president of the Manufacturers' association.

The story of his industry reads like a fairy tale, and yet the same thing is being done by hundreds of men all over Oregon. He started 24 years ago in East Portland a little harness and repair shop at the age of 23 years. He bought a few sizes of leather and 10 years later began to make horse collars for the wholesale trade. When he started there was no exclusive wholesale harness house in Portland, and all such supplies came from San Francisco.

In a quarter of a century the little harness shop has grown to a wholesale and manufacturing business making shipments to a dozen states and having annual sales running up to hundreds of thousands of dollars and Portland has become the second city in the West for harness and saddlery manufacturers. W. H. McMonies & Co. have plans for a new factory to be constructed of concrete, occupying a quarter of a block and devoted exclusively to collars and saddles.

At 1 a. m., May 23, W. H. McMonies was routed out of bed and summoned to the site of his factory at 24 Union avenue, where he saw his lifework go up in smoke. The morning papers reported a \$90,000 fire loss. But W. H. McMonies never quit business. He opened his business offices across the street, and in two weeks had a factory running at Forty-fifth and Powell streets, with 25 men turning out horse collars. From this factory and the new building he hopes to have up by fall he will be able to fill all orders for spring trade.

W. H. McMonies is a humane man and he has all his life interested himself in the comfort of work horses. He has made many improvements in the manufacture of collars, and especially is he deserving of praise for the general introduction of the gaiter horse collar, that has relieved the suffering of thousands of dumb animals with sore shoulders and prevented countless suffering in others.

Hundreds of lives have been saved by the introduction of the cable-ridged never-break saddle, for the wild riding cowpunchers and general use in the mountains and on the plains. This is the invention of one

of the brothers, F. J. McMonies, now a partner with Hamley & Co., Pendleton. This saddle has a wire cable rigging arranged in such a way that it simply cannot break. This patent for the wholesale trade is owned exclusively by W. H. McMonies and the result is Oregon-made saddles are in demand all over the world, being ridden even in South America and South Africa.

When his fire took place Mr. McMonies felt that he was hit pretty hard but now looks upon it almost as a blessing. His bad luck sent him a shower of congratulatory letters from his customers that fairly took him off his feet. Ten thousand dollars in remittances rolled in one week. One country harness shop in Oregon ordered 20 dozen horse collars that were not needed but purely as an expression of sympathy and good will.

Another firm paid up a balance and enclosed a check for \$500, saying they would want some stock in the fall. A tannery offered to run its plant day and night to supply him with stock. A jobbing firm ordered 175 dozen collars. It was expressions like that which touched McMonies' heart and touched the right spot in his bank account at the right time.

The harness and saddlery business is one of the great industries of Oregon because this state can furnish the hides, has the tanneries, has the tanbark, can produce the best saddle and harness leather in the world, and has the practical men with the experience to handle the trade. That is why Portland stands second to Kansas City only in harness and saddlery manufacture. An Oregon farmer is doing more to keep money at home and build up home industry when he insists on buying harness and saddles that are made in Oregon than he can in almost any other way.

CALL IS ISSUED FOR ROOSEVELT CONVENTION

CHARLESTON, W. Va., July 8.—Former Governor William O. Dawson has announced he had signed a call to the national convention of the progressive party to be held at Chicago August 19. Dawson was chairman of the Roosevelt state committee in the primary campaign in West Virginia and also chairman of the state delegation to the Chicago convention.

William Collier and his son, William Collier, Jr., will have a scene especially written for them in the "Friars' frolic."

EDWARDS IN FORD WINS 60-MILE RACE

Driving an excellent race A. J. Edwards in a Ford won the 60-mile free-for-all automobile race at the motor speedway Saturday afternoon.

Elmer Cox in a Locomobile was second and J. W. Keyes in a Chalmers third. The winning time was 1:16, Cox 1:11:30. Keyes 1:23:45. Three other entries. Offut in an Overland, Saviers in a Rambler and Mark in an Oldsmobile did not finish.

The race was the prettiest as well as the final one of the meet. There were thrills to spare and the large crowd shrieked its approbation time and again as two cars would put up a close race on a curve.

While first place went to Edwards in the Ford the premier honors for nerve driving and excellent judgment as well as a disposition to take every chance for a gain must go to Saviers, in the Rambler. This boy drove the headiest and most daring race of the six and had been in a car in shape to stand the sixty lap grind he certainly would have won or crowded the victor very closely. But his car was built in 1907 and surprised the crowd by hanging together as well as it did. He was finally forced to quit.

Keyes drove his best race Saturday using O. M. Murphy's motor, which has traveled more than 40,000 miles. Carburetor trouble caused him to lose five or six laps on the leaders which he could not regain. The car made a splendid showing nevertheless. His car came out of the race in good condition.

Cox in the Locomobile hung on lap after lap with the Ford but could never get the lead. Finally he dropped back two laps and could not regain them.

The Overland with Offut at the wheel was putting up a game fight throughout and its endurance favorably impressed the crowd. Finally it was forced to retire owing to the fact that it lost a tire iron.

The Oldsmobile could not stand the pace and was in the pit a number of times for repairs being hopelessly distanced. Mark got everything out of her possible.

The motorcycle race was a one-sided affair Vrooman winning easily. There were four entries but the winner was never in danger. The wild horse race proved an attraction worth while as it did on Friday. Wayne Francisco won first prize and Cheyenne Kid was second. David Harum won the free-for-all trot, Lulu G. second money, and Miss Lou third. Lulu G. took the first heat. In the running race Ray June was first, Clingo second, Jack Kurtelle third, and Bessie Mills fourth.

LIVE STOCK PRICES CLIMBING HIGHER

PORTLAND, July 8.—Receipts for the week have been: Cattle, 648; calves, 85; hogs, 1658; sheep, 7368; horses, 73.

At the close of the week prices were a good 25 cents higher than at the opening. There was a strong rally and the demand was not met by the light receipts. There is a great amount of wonder among campaigners as to what is to become of the cattle market. Over at Chicago the market papers are frequently predicting that \$10 steers are in sight. Local operators who balked at paying \$5 and \$5.25 for feeders are now considering paying 25 to 50 cents higher. The pronounced shortage as compared with a year ago, the abundance of feed crops and the strong prices prevailing have created a bullish tendency that is backed up by natural conditions. Just where it will end and how high cattle will go, are problems that only time will solve. Next week this market expects to see part of a train load of feeders from Texas. No more eloquent lesson of the shortage that prevails in this country can be given than the willingness of buyers to pay high prices and the carrying charges on cattle from Texas. The establishing of a company, known as the Portland Feeder company, created for the purpose of taking care of the farmers' needs is an evidence of the acuteness of condition. Not only is the alfalfa country clamoring for feeders but the Willamette valley is making its demands known.

The hog market is strong to higher, with tops at \$8.00. The receipts are fairly liberal, considering that the supply came from local territory.

The Highlanders and the Browns have been regular pie for the Red Sox this season, the Red Sox having won every game played with the Wolverton and Stovall crews, seven-teen in all.

WITH PICK-UP TEAM MEDFORD WINS 4-2

"We remembered our absent brothers at 11 a. m., but we did not miss them in the afternoon."

Between broad smiles Manager Tom Fuson of the Medford baseball team launched the foregoing into the ozone Monday morning, for Tom feels very, very good. With only four regular players in the lineup Medford cleaned Grants Pass by a score of 4 to 2. A majority of the Medford team is at Portland with the Elks.

Medford annexed Stage, Miller and Halverson of the Gold Hill and Marshall of Central Point and got away with the game easily. Following was the lineup: Sholtz, 2b; Stage (Gold Hill) rf; Butler, lf; Isaacs, cf; Halverson (Gold Hill), 1b; Tunny, 3b; Miller (Gold Hill), ss; Marshall (Central Point), c; Burgess, p.

Burgess pitched a three-hit game and had the Pass nailed to the cross all the time. In the fifth he filled the bases with two walks and an error but got out of the hole by striking out two, the third popping to third.

Fuson is singing the praises of his new bunch. Miles, Wilkenson, Antle, Doc Horton and Gill were out of the lineup.

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Appointments may be made by writing to Mr. Brink in care of Mrs. A. R. Scott, Phoenix.

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