

MEDFORD MAIL TRIBUNE

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GEORGE PUTNAM, Editor and Manager

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

Full Length Wire Edited From Dispatches.

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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—5840; estimated, 1911—10,000.

GOOD PRICES FOR WINTER PEARS

Sgobel & Day issue the following dated New York, October 12: 59 to 73 cars daily of Delicious fruits, making a total of 327 cars this week have been auctioned.

Pears: 17,000 boxes of fall and winter pears sold. Prices on pears from California, as follows: Boxes Nellis \$2.15 to \$2.30; Easter Buerres \$2, half boxes Winter Nellis \$1.20 to \$1.70, half boxes Comice \$1.45, one car ripe at \$1.10. Northwest pears. Boxes Washington D'-Anjous \$2.50, and boxes Medford Bosc \$2.15 to \$2.40. Boxes Washington Winter Nellis \$1.80 to \$2. Boxes Medford Comice \$2.25 to \$2.60; half boxes Medford Comice \$1.20 to \$1.50, half boxes Medford Bosc \$1.20 to \$1.50. It is said that certain, rather inexperienced receivers, have been holding back their offerings of northwest, and are getting poor money for them, compared with what they might have sold for a while ago. We sold all of ours promptly on arrival.

Apples: The market, is virtually unchanged since our last, and would be stronger but for this hot, sticky, rainy weather, taking the life out of the fruit. Boxed Jonathans, large sizes, very few \$1.50 to \$2.00, small sizes \$1.10 to \$1.40. About half of the offerings are being sold at auction and the other half at private sale, and we see very little difference in the figures. Too many small sized apples, which have to compete with the barrels.

Methodist Church NOW REMODELED

Sunday school and preaching services were held in the remodeled M. E. church for the first time last Sunday.

The interior of the church has been repainted and repaired while the outside has been newly shingled and painted. A 20x30 foot addition has been put on, which together with spruce grained elsewhere in the building gives an increased seating capacity of about 130. New pews are being made, which will replace the chairs now being used in parts of the assembly room.

At the preaching services Sunday morning there was an attendance of over 400 and a splendid sermon was listened to, notwithstanding the fact that the speaker, Rev. Eldridge, was suffering from a severe cold.

The members of the Ladies' Aid society of the church did more than their share in beautifying and making the church homelike by purchasing and putting on the floor a beautiful and costly carpet.

While the remodeled church building is not the new edifice it was hoped might be built this summer it is right now about as cozy and comfortable a church home as most members of the congregation could desire.

MARRIED. The marriage of Miss Pearl Louisa Hoover and Mr. Charles Zimmerman occurred at the residence of Mrs. W. W. Allen yesterday afternoon at 2 o'clock. The house was beautifully decorated, a unique feature being a large floral heart serving as an altar composed of evergreen bows tied with white and pink ribbons. After the ceremony which was performed by D. D. Boyle of the Christian church a bountiful dinner was served and with the good wishes of their many friends the happy couple left for a wedding trip to California.

THE MEDFORD BRIDGE.

EFFORT is being made to make the Medford bridge over Bear Creek a campaign issue, in order to arouse sectional prejudice against this city.

The appropriation for the bridge was made by the present county court, none of whose members are candidates for re-election. It was enjoined by Benton Bowers et al of Ashland. The injunction was sustained by Judge Calkins. An appeal has been taken to the supreme court. Whether or not it was the county's province to build this bridge will be decided by the courts. It cannot be affected by politics.

The Medford bridge was built in June, 1902, by the county, the contract being signed by Judge Prim. The cost was approximately \$6,000, the county furnishing in addition the sand and gravel.

There was no protest then by Mr. Bowers nor anyone else. It was clearly recognized as the county's right and duty. There never was any objection from anyone until the occasion was seized to distort facts and use the bridge for political purposes to arouse prejudice against this city.

The bridge has from time to time, been overhauled and kept in repair by the county. There never was a protest over these expenditures.

With the growth of the city and county, the bridge was outgrown, became inadequate for the public needs, and with its age and usage, unsafe. It was used more than all other bridges of the county together. It devolved upon the county to rebuild it.

The city wanted a large bridge, and offered, with the Pacific and Eastern, to bear part of the expense in the construction of the new bridge. The offer was accepted and the contract let—the county's share being \$18,000.

Medford's assessed valuation is \$6,000,000 out of a total of \$38,000,000. Medford, therefore, pays nearly a sixth of the county taxes. Yet during the past four years, the only money spent by the county in Medford was \$675 for bridge repairs. By all standards of the square deal and fair play, Medford was entitled to a return of a portion of its taxes in improvement—and this bridge was all that was ever asked.

In the past four years, the county has expended on bridges in various sections, \$74,795. Yet there was no protest and no injunction.

Two bridges were built at a cost of \$8615, one at Ashland over Emigrant creek and one at Phoenix over Bear creek—yet there was no protest, no injunction.

A bridge was built over Foothills creek at a cost of \$1535. There was no protest and no injunction.

A total of \$7,429 was spent rebuilding the Central Point bridge—there was no protest, no injunction.

A bridge was built across the Rogue at Woodville at a cost of \$15,733. There was no protest, no injunction.

A new bridge was built at Gold Hill at a cost of \$11,367. There was no protest—no injunction.

Two bridges were erected across upper Rogue river, one at the mouth of Big Butte costing \$8,285 for the upper Rogue—Derby section, and one at the Dodge ranch for the Sams Valley-Eagle Point traffic, costing \$12,185—there was no protest, no injunction.

A bridge was built across the Big Butte, costing \$3,182—no protest, no injunction.

In smaller bridges about the county, \$5,784 was spent—no protest, no injunction.

In the past four years, approximately \$400,000 was spent on roads and road equipment, quarries, etc.—not a penny being spent in Medford. No protest, no injunction.

This year Medford pays into the road fund \$13,000 which goes to construct county highways—none of it being spent in Medford. Each year a similar amount has been paid in.

In asking the county to assist in rebuilding the bridge, Medford only asked for a continuance of the county's policy, a return of a portion of the money it had paid in itself—and the bridge is a benefit to more people in the county than any other bridge. And the request met not only with protest but injunction, calumny and libel.

Medford has only asked a square deal—yet it is assailed with vituperation and abuse, and by injunctions. The locality paying the largest proportion of taxes is singled out alone of all the localities in the county for discrimination and injunction. No injunctions against spending county funds anywhere except in Medford.

Is it right, is it just, is it decent? To show to what extent this discrimination and abuse—spread solely to embitter the county against its leading city and for the primary dispicable purpose of political effect, it is only necessary to quote the following from the last issue of the Ashland Tidings which thus refers to the Medford bridge as

"A job through which the county treasury would be further looted to pay for a concrete bridge with feathers and frills for the city of Medford and the Eastern Oregon Railroad Company, and for which the taxpayers from the remotest sections of the county would pay without getting any benefit, while the roads in their neighborhood would have to be left belly deep in black sticky because the county money which should have been spent on them had been used to build electric chandeliers and street car tracks on the proposed Medford bridge."

High Cost of Living

The "High Cost of Living" is made to order. Prices are not fixed by competition, or by the law of supply and demand, but by private understandings.

There can be no relief until import duties on the necessities of life are materially reduced and criminal conspiracies are broken up.

Republican "protection" is for the favored classes, for the manufacturers and the owners of big industries. It does not go into the pay envelope of the employee, and can never be put there. Colonel Roosevelt admits he was wrong in claiming benefits of protection for labor. He now proposes to see that the workman shall receive the tariff benefits, but he should remember that—

Wage earners of highly protected industries receive less pay than those in unprotected industries. Iron and steel workers received in 1909 only one seventh of the total value of their product. If the average protective duty of 38.59 per cent was distributed in the same proportion there was \$6 of protection for manufacturers and \$1 of protection for workers.

In 1910, out of 37,380,460 employees, only 1,372, 381, or 3.64 per cent, might have been benefited by protective duties. The rest were robbed by the system.

WHY EVERYONE SHOULD VOTE FOR HOME RULE BILL

This amendment does not require any county to issue bonds or to build roads; it simply gives the power to do so if the people elect.

Should this amendment carry it can be acted upon immediately; no other legislation is necessary.

There are nine road bills to be voted on at the coming election. But it is the opinion of attorneys generally that some of these bills are unconstitutional, for this reason: as the constitution stands they are not now constitutional; constitutional amendments are put on the ballot with these bills so as to make them constitutional, but at the time the bills are voted upon by the people the constitution will not thus be amended. The effort is to amend it at the same election. Therefore, when these bills are voted upon they are unconstitutional, and if the accompanying constitutional amendments carry they will still be inoperative until another election or until the legislature passes acts in aid of them.

The Home Rule bill avoids all of these difficulties and provides in the constitution itself all of the procedure necessary to carry it into effect. Why then take any chance by voting for bills which probably will be held ineffective? If some legislation is not enacted by the people, good road construction will be delayed throughout the state of Oregon for many years to come. In 1915 the Panama canal will be completed and the great exposition in commemoration thereof will be held in San Francisco; this will bring many thousands of people to the Pacific coast seeking pleasure and homes among us. Many of these will avail themselves of the splendid highways furnished by the state of California. They will run over that state in their touring cars, and otherwise, but if something is not done in Oregon they will halt at the state line rather than venture into a territory that is so backward in road building as the state of Oregon will be unless the people are given an opportunity to enter upon the work under favorable conditions.

The voters should discriminate between this HOME RULE bill (No. 360—YES) and the several other road measure that appear on the ballot. All that is good in the others is embraced in this amendment, and it has an advantage over the others in this: That the courts cannot nullify the provisions of the bill, for if it is adopted by the people it will be a part of the constitution of the state, and beyond the power of any court to set aside or limit its objects and purposes. Bonds issued under the provisions of the bill will be gilt-edged, and will command the highest market price, while bond buyers will not purchase bonds issued under the provisions of the Grange bill, or under what is known as the Harmony bill, until the courts shall have passed upon the constitutionality of these measures, and then, on account of the intricate provisions embodied in them, will hesitate for fear that something subsequent to the enactment of the law may render the bonds insecure.

Can the people be safely entrusted with the power to build their own county roads, or do they need outside aid to manage and control the construction thereof?

The friends of the Home Rule amendment believe that the people

ty per cent, while money wages have risen about twenty per cent.—Byron W. Holt.

Since 1897, according to New Jersey statistics, the cost of food articles has increased 46.96 per cent, while the average wages of factory employees has advanced only eighteen per cent under a protective tariff.

According to Carrol D. Wright, former director of the U. S. labor department, the American laboring man had to work twenty days more in the year 1903 than did his English competitor in order to meet the higher cost in America of housing, food, clothing, lighting, heating and taxes.

The price of labor in tariff-for-revenue-only Great Britain is 17 per cent higher in the same line of employment than in protection Germany. If protection brought high prices of labor, one would expect to find high wages in Russia, with her average ad valorem duty of 131 per cent. The price of labor is not one-half in Russia what it is in Great Britain.

Prohibitive duties prevent competition, put a premium on inefficiency, check productive activity, limit consumption in the home market and encourage manufacturers not to go out after the world's trade. Thus protection diminishes the ultimate opportunities for labor.

of each county in the state may be safely entrusted with full power and control over their own local affairs; and that they know better than the people in any other part of the state what kind of roads are needed, and of what kind of material to be constructed, and how much debt they ought to incur in order to secure such roads. We see no reason why the people of the county should not have as absolute control over the building of their county roads as the people of an incorporated city have in the building of permanent streets. It has been argued and published throughout the state that this amendment does not require the county court to state where and what roads are to be built and improved in the county, but anyone with experience knows that no county court would dare to propose the question of a bond issue unless it was stated in the order where and upon what roads the money is to be expended. The bond issue would not carry unless this has been done, and when the order is once made and spread upon the journal, the county court can be restrained from departing from the conditions stated therein. This order, of necessity, will state the amount of the proposed bond issue, the maximum rate of interest that the bonds shall bear, where, and upon what roads the money shall be expended, and any other facts which may seem necessary for the people to know before deciding in favor of a bonded indebtedness.

Nearly all of the pending road measures, except the HOME RULE bill, provide for state control. This is not desirable, unless it is confined and limited to the construction of general highways through the state only. Should the bill known as the Harmony bill be adopted we may expect the more influential counties to get the lion's share, and there will be strife and contention over the inequality of the benefits conferred.

Mr. Sam Hill of Washington, who is noted for his interest in good roads and his extensive knowledge of what constitutes good roads, has recently come out publicly and endorsed this amendment as follows: "Pursuant to your request that I should carefully examine the proposed bills relating to the improvement of highways in the state of Oregon, I desire to say that I have made a careful examination of same, and believe that number 360 on the official ballot is entitled to the support of the people of Oregon. The people will not make any mistake in adopting it."

The people of Jackson county, acting under the constitution as it now is, about eighteen months ago voted an indebtedness of \$1,500,000 to be expended in the building of scientific and permanent roads, but the supreme court held in a test case brought before it, that the constitution as it now stands, is not self-executing and that the county courts have no power to call an election for the purpose of creating a bonded indebtedness in the matter. This amendment cures that defect in the law; it is self-executing and will meet the wants of the people of every progressive county in the state of Oregon.

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