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GEORGE PUTNAM, Editor and Manager

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# CHORAL SOCIETY TO BE PERMANENT

Many people seem to be under the impression that the Medford Choral society was organized solely for the purpose of bringing out "The Rose Maiden" and disband thereafter. This is very far from the truth. The society was permanently organized three months ago in order, not to make money, but to stimulate musical interest in Medford and vicinity, and while it is not working for purposes of charity, it is nevertheless a labor of love, as all who participate in it give their services free; not only the members of the society, but the vocal soloists and orchestra players as well, including Mr. Taillandier under whose directions "The Rose Maiden" will be given. Tickets are sold to cover the expense of the music, printing, advertising, hall rent and similar expenses only.

The object is to foster a love and appreciation of good music, which will prepare the ground for, and eventually make possible, the engagment of one of the famous orchestras with noted soloists for an annual Spring Festival of Music, whenever such an organization can be secured on their Pacific coast tours.

The performance of "The Rose Maiden" next Thursday at the Natatorium is simply the first step in this direction. New members will be added to the society and rehearsing on a new work will be begun at once. The work to be taken up next will probably be the oratorio "Namann" by Sir Michael Costa. The oratorio has always flourished more on English than on Continental soil and for this reason some of the best works in that line were produced by English composers. The performance of "The Rose Maiden" is awaited with considerable interest. Be it said once more that the Medford Choral society is a permanent musical organization, endeavoring to grow larger and do better work as the years go by.

The present membership is as follows:

Mrs. E. M. Andrews, Mrs. Allder, Mrs. B. Banker, Miss M. Betty, Mrs. Bowman, Mrs. Anna Coffin, Miss Iva Coffin, Miss Inez Coffin, Mrs. Davisson, Mrs. Eastman, Mrs. Eberle, Mrs. Ada Hamlin, Miss Anna Hansen, Miss Mabel Mears, Miss Catherine Mears, Mrs. McCallum, Miss Anna Purucker, Miss Helen Purucker, Miss Fern Stine, Mrs. Whipple, Mrs. J. Wold, Messrs. H. N. Aldrich, Ed Andrews, A. C. Babson, John Darby, Forrest Edmeads, Henry Farnum, Fletcher Fish, A. N. Hildebrand, E. D. Kahler, D. T. Lawton, R. J. Lockwood, A. S. Mack, E. V. Maddox, Herman Purucker, Henry Riley, E. D. Valentine, T. C. Wicks, G. T. Wilson, Mrs. L. McKillop, Miss Francene McNassar, Mrs. R. J. Lockwood, Miss Katherine Murphy, Miss Rose Nealon, Miss Hazel Norling, Mrs. Etta Lunt.

The members of the orchestra are:

Mr. Carlton Janes, Mr. Kunselman, Miss Ione Flynn, Miss Caughron, Mrs. Daddysman, violins; Mr. E. C. Root, viola, Dr. W. Marion, violoncello, Mr. U. S. Collins, bass, Mr. Bowman, flute; Mr. Geo. Dyer, cornet, Mr. Don Colvig, clarinet, Mr. Goddale, clarinet; Mr. Earl Bratney, trombone, Mr. Moon, trombone; Mr. Hogsett, horn; Miss Ivy Boeck, piano, Mr. Gerard Taillandier, conductor.

## HISTORY REPEATING ITSELF.

HISTORY repeats itself. Every departure from tradition or custom arouses a tumult. Hence the froth and foam of the critics of the initiative freight rate law, protesting against a more practical and uniform basis for rate making.

Every law passed is subject to court review and interpretation. So far as the friends of the act are concerned they are willing that this test be applied, because they know that the law embodies the principle of practical and economic rate making and the chances are more in its favor than against it.

A competent tariff compiler will find no difficulty in drafting rules, minimum carload weights and rates in conformity with the provisions of the law. Its provisions are well understood by traffic managers, and they well know the law imposes no necessity on them to make a general revision of rates.

The tariffs of the railroads now accepted by the state railroad commission contain flexible rules governing minimum carload weights which vary with the length and capacity of the car, ranging from 31,000 pounds to 60,000 pounds on lumber shipments, and from 30,000 pounds to 88,000 pounds upon grain, and other variations on other commodities. It is stated by the interstate commerce commission that "an increase in the minimum carload weight is equivalent to an increase in the freight charges," so that where no change in rate is made with the increased minimum weight the large shipper is discriminated against in favor of the small shipper. The law equalizes this discrimination by decreasing the rate and thus maintains a parity between each class of shippers.

The early classifications provided a 20,000 pound minimum for all classes, but immediately subsequent to 1887 the classifications were changed fixing minimums at 20,000 pounds upon articles taking third class and higher and 30,000 pounds for articles taking lower than third class. This rule prevailed continuously from that period until after 1907, and the railroads prospered and traffic moved freely under these fixed minimums. The interstate commerce commission frowned upon the fixing of minimums apparently upon the value of the articles, and favored the fixing of minimums according to the bulk of the article and carrying capacity of the car. The latter rule the law recognizes.

The bill was drafted and circulated with a full knowledge of the Sanborn decision in the Minnesota case in that, should this decision be upheld by the supreme court of the United States, it would nullify every state railroad commission and state law fixing railroad rates and fares. Therefore the fate of the initiative law is no more in jeopardy from this source than the railroad commission; if one is knocked out, both are.

So far as the railroad commission is concerned the people need relief from it. In a recent decision involving log rates, the commission, after substituting its own testimony for that of the plaintiff, fixed a rate of $4 per 1000 feet for a haul of 71 miles. Any lumberman or any traffic manager knows such rates are prohibitive and that not one foot of logs would move under this rate. If the railroads are in any danger from restricted traffic and the loss of revenue from prohibited movement, it is from the railroad commission and not the initiative law.

The critics concede that the law is beneficial to interior cities and the state generally and that it provides ample revenue for the railroads, so the tirades against the bill must be in behalf of a few disgruntled privilege seekers who have profited from a rate adjustment detrimental to the general welfare of the state.

## "A FLOCK OF SEA GULLS."

THE sudden activity of Klamath county democrats is commented upon by the Klamath Northwestern and likened to "a flock of sea gulls screaching and squealing over some piece of offal thrown from a vessel on the high seas." The Northwestern says:

There was no need for a county committee before the election. No, indeed! Klamath county had always been republican and there seemed to be little hope that its political complexion would ever change. And, anyhow, even if this county should support Wilson, it would do so by republican votes; and so those who had called themselves "warhorses" of the democratic party sat tight and did and said nothing. If they were for Wilson or Lane, no one knew it. They were afraid to make known their choice, because all of them were more or less interested in some local political battle, and they hesitated to jeopardize the chances of their candidates for local offices.

And so no organization was formed. No literature was distributed and no campaign was made.

And Wilson was elected. More than that, he and Lane carried Klamath county. And then, suddenly, these viliant "warhorses" were confronted with the hope of political spoils. And straightway they deemed an organization necessary. A fighting organization, too, organized to fight—not for democratic victory, but for democratic spoils.

And they gathered together a few of the "faithful," elected for chairman a person who has held office under a republican office-holder here for years, and started their campaign for the spoils that will come out of Washington next April.

This accounts for the sudden activity of these pie hunters for the job of superintendent of the Crater Lake park. Four of them who never lifted a finger in behalf of democracy or of Crater Lake are now clamoring for this one place and it is a fair presumption that other places are being scrambled for the same way.

# LIGHTING FRANCHISE STILL AT DEADLOCK

Mayor Canon and Councilmen Campbell and Summerville, held a conference Friday afternoon with officials of the California Oregon Power company, over the deadlock regarding the lighting and power rates and franchise question. No conclusion was reached, but the power company promised to submit a proposition by the middle of the week. If no compromise can be effected, the council will act under the new public utilities law and submit a new scale of lighting charges to be voted upon at the general election in January.

# BARNUM BUILDING BRICK STORE ROOM

A concrete foundation was started Saturday morning by S. Childers for a new brick store building on North Front street.

The building is being put up by W. S. Barnum. It will be 25x75 feet in size and one story high, and will be an exact counterpart of the building recently erected by Mr. Barnum on a lot just south of this site.

For practical charity organized labor has a record second to that of no other human institution. Every year it disburses millions of dollars in death, sick, out-of-work and old age benefits.

## A Small Talk on Good Roads and Special District Assessments

To the Editor:

I have noted with interest that several of the road districts in Jackson county are going to vote on a special tax levy, to improve their roads, and I would like to say a few words to the interested taxpayers, in behalf of the proposed measure.

In Dec. 1910 the taxpayers in road district No. 10, (which comprises Little Applegate and the upper portion of the Big Applegate country), voted a special tax of 5 mills. The work which we were enabled to put on our roads from this tax is the only real road work which was ever done on this road since it was blazed out, and needs only to be traveled to be appreciated, and we are going to vote on another special levy this month. There is not one taxpayer in this district today, who would willingly part with the improvements on our road for double the amount which it cost him.

If you have considered the matter at all you have realized long before this that you are paying an exorbitant tax and getting practically nothing in return.

Now if you vote a special tax in your road district every dollar of it will be expended on your own immediate roads and you will get the direct benefit therefrom.

It can be arranged so that every resident taxpayer, if he so desires, can work out double or treble the amount which the road tax would necessarily occasion him, as the aggregate amount of taxes which the resident taxpayer would pay would be very small compared to what would accrue from the tax on railroad lands, timber claims, patented mining claims, etc. Outside of what they have already sold at a good figure the S. P. company now owns just one half of all the land in Jackson county. People owning timber claims and other property, comprise another goodly portion, mostly all non-residents and holding the land for speculative purposes.

They ride in their Pullman or touring cars while you stir the mud and grind the boulders on your so-called county roads and help increase the valuation of their property. You are living under the best system of government in the Union, and you should exercise the power which you have. It is up to you gentlemen, you may with a little effort, travel good roads, or your may still continue to stir the mud.

JOHN BYRNE,
Watkins, Ore.

## Will the Chains Be Tightened?

(Klamath Northwestern.)

The expected has happened. The railroads of Oregon have announced that they will defy the so-called Medford rate bill, which was passed by the people at the last election by a vote of 56,889 in the affirmative to 44,719 in the negative.

The official announcement comes from the Hill lines. In a statement given to the public by Wilbur E. Coman, general freight and passenger agent of the Hill lines in Oregon, the pronouncement of the railroads is made. It is stated that the railroads will appeal to the Federal courts for an annulment of the law on the ground that it is "impossible of observance."

It is interesting to note that the railroads will appeal to the Federal courts, and not to the courts of the state. But the most astonishing thing in this whole proceeding is that the railroads blandly announce the absurd ground upon which they will seek an annulment of the law.

By what right, if you please, may the Federal courts annull laws passed by the people of a state, on the ground that they are "impossible of observance"? Does the Federal Constitution grant any such powers to the courts?

Of course we know that the Supreme Court of the United States, in those most remarkable decisions in the Standard Oil and Tobacco Trust cases, actually rewrote a law passed by congress, by inserting in it the word "reasonable," which congress had several times specifically refused to do. And we can see how the interests, emboldened by this victory, may reach for further spoils.

The fact of the matter is that the decisions of the Supreme Court in these trust cases amounted to a revolution. Some day the people of the United States will come to a realization of the fact that the Supreme court reached out and grasped openly the power of making the laws of the nation—a power the court had been building up for itself through years of technical decisions and upon which it had been looking with jealous eyes for decades.

Consider, if you please, what it means to the people when the courts can openly make and unmake laws. There was a time when congress protected its constitutional right to make the laws of this nation by inserting as a provision of legislation that it should not be subject to review by the Supreme Court of the United States. But in the decisions of the Supreme Court in the Standard Oil and Tobacco Trust cases, the court grasped this power which it had been exercising by inadvertence for generations and openly asserted its right to make laws.

And the absurd appeal of the railroads of Oregon that the law recently passed by the people is invalid because "impossible of observance" is only the next step in the chain of events by which the Interests seek to make us subservient to their will through the control of the courts of this nation.

Of course, the plea has no merit in fact. The new rate bill is not impossible of observance. It is a very simple law. It merely operates to increase the "spread" between carload rates and rates on less than carload shipments, so that the jobbers in small communities may have a chance to do business in competition with big centers. It is the law that has been in operation in Wisconsin and other eastern states for years.

In maintaining this plea the railroads have cunningly thrown out a bid for support from the Portland jobbers (if, indeed, any bid were necessary) by stating that the operation of the new law would "revolutionize rates and business." That is, it would loosen the grasp that the Portland jobbers have on the commerce of this state.

Of course, the new law will revolutinlose rates and business. That's exactly what it is intended to do.

And suppose that it does. Have not the people of Oregon a right to revolutionize their freight rates? God knows that they have needed revolutionizing for a long time.

The railroads should not forget that this measure was passed by a vote of the people, and a big vote at that. It will be extremely interesting to note whether or not the Federal courts will have the audacity to uphold the absurd plea of the railroads and forbid the people of a sovereign state to regulate the rates that shall be paid on railroad traffic wholly within that state.

We have no doubt that the courts will seek to uphold the railroad company's absurd contention. And if they do, what then?

Shall we meekly submit to the taking away from us the power to make our own laws? That's what the courts have set about to do. That's what they have done.

And if the people cannot regain that power without bloodshed they will regain it with bloodshed. Some day the people will awaken to the way in which they have been robbed these many years. They are getting pretty thoroughly awakened now to the fact that they are being robbed, but they are a little hazy as to the exact method of robbery.

When they realize that the making of laws by our corporation-owned courts is the particular method by which their money is taken from them, there will be a revolution.

Will it be bloody? That all depends upon how far the courts will go. Sometimes it seems as though they had already overstepped the limit. Maybe they have. The determining factor is always how many hungry people there are in the country. Because when people get hungry they forget to think. If they are hungry enough, they have lost the power think; they can only feel.

And this bald attempt to set aside the laws of the people calls for just serious reflection. To what level has our prated "government by the people" fallen, that we can see the laws that we ourselves have made set aside by the court because some railroads hold that they are "impossible of observance"?

As a matter of pure reason, the people have the right, if they wish to exercise it, to require that the smokestack of every engine on every railroad in Oregon be painted olive green with yellow stripes around it, and to require that all engineers wear yellow breeches with green neckties.

Whether the railroads like this law or not is beside the question. Once you admit that the people are not to be the final judge of the laws under which they shall operate their government, you have destroyed the theory that this is the government by the people.

CHRISTMAS SALE.

A Christmas sale will be held by the L. A. society of the Lutheran church on Saturday, Dec. 14th, at 217 W. Main street.

Fancy articles will be on sale and light refreshments will be served at nominal cost. 227