

MEDFORD MAIL TRIBUNE
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SWORN CIRCULATION.
Daily average of eleven months end-
ing November 30, 1911, 2751.

CANDIDATES FOR
MEDFORD OFFICES
ARE GUMSHOEING
Although it is attracting little at-
tention and one hears little of the
matter at the present time eighteen
men are out in Medford after five
officers, to be filled January 14.

WOODMEN HOLD
SPLENDID SESSION
Medford camp number 90 W. O. W.
is somewhat elated at the success of
their open meeting Saturday evening

EVANGELISTIC MEETINGS
AT PRESBYTERIAN CHURCH
Dr. Parsons preached his last ser-
mon last night in the two weeks
evangelistic campaign in this city.

DIED.
Frank A. Douglas, aged 47 years,
10 months and 28 days, died at 707
West Main street Sunday, Dec. 15,
1912, of dropsy and Bright's disease.

GOING AFTER PROSPERITY.

IT ought to be as much the business of the state to build
railroads to open up and develop territory as it is to
build wagon roads. Under the Oregon constitution, the
state has been able to do neither. After fifty years of effort
the constitution has finally been amended so that limited
highway construction will be possible when the legislature
passes an enabling act. As a consequence the develop-
ment of Oregon has been woefully retarded.

Had the constitution permitted, all the present rail-
roads of Oregon could have been built by the state years
before they were constructed, and the immense land grants
and subsidies given speculators and promoters retained by
the state. Instead of having empires withheld from settle-
ment for the benefit of future generations, resulting in a
sparsely settled commonwealth, and millions of unearned
increment for non-residents, we would have had an era of
rapid development and a density of population we shall
not attain for years in the future.

Not only the state, but counties and districts made up
of counties, should be permitted to construct railroads and
wagon roads. If Jackson, Josephine and Curry counties
were grouped in a district, and bonds voted for a railroad,
it would solve the problem of transportation to the coast,
open up and develop our territory rich in mineral, timber
and agricultural resources. It would mean more for the
development of southern Oregon than the coming of the
first railroad meant.

With a view of helping secure such a railroad, the city
of Grants Pass is to vote upon an issue of \$200,000 bonds,
and in this connection, attention is called to the letter pub-
lished elsewhere, advocating the bond issue from Robert
G. Smith, mayor of Grants Pass.

Grants Pass' efforts mean almost as much to Medford
as they do to Grants Pass, for Medford will undoubtedly
co-operate in securing its extension here. Medford needs
the railroad nearly as much as Grants Pass—in fact the
entire valley needs it, and for these reasons:

Our development has been phenomenal—but it has
been lop-sided, only in one line. We have developed our
horticultural resources, and neglected our other natural
resources.

In the Medford district are some 85,000 acres of com-
mercial orchard, of which probably 5,000 acres are in bear-
ing—the bulk of these being young orchards just reaching
the bearing stage. Shipments of fruit this year totalled
775 cars—may reach 800. In three years, shipments will
total 2,000 cars and in 5 years probably 5,000 cars. Each
year sees many acres additional come into bearing.

During the interval until these orchards are in full
bearing, imports will exceed exports, and the balance of
trade be against us—an unhealthy situation and one which
we must remedy. To do it we must develop our resources.

We must increase our productiveness, not only in
horticulture, but in agriculture. We must supply outside
markets with staples besides fruit that we can raise at a
profit. To do this the entire valley must be placed under
irrigation. The money spent in construction of an irriga-
tion system and the increased yield from water will turn
the balance of trade in our favor.

We shipped into Medford in the past three years, by
railroad records, 1500 carloads of lumber, all of which
could be and should be manufactured in the county. We
must see that lumber mills are established to supply home
consumption, provide county payrolls and stop this drain.
Over a hundred dollars an hour, ten hours a day, every day
in the year, is the price we are paying to keep lumber mills
in distant counties in operation and swell profits for the
Southern Pacific.

We must see that mining operations are begun and a
railroad built to the Blue Ledge district. Copper is higher
than for years, and a large copper camp means more to a
city than even the horticultural resources. We made a
spasmodic and feeble effort in this direction the past sum-
mer, but the project died a 'bornin'.

We must encourage and foster the establishment of the
poultry business on a large scale. Conditions are more
favorable than in any section in the world, and poultry can
be made a bigger asset than orchards.

Our efforts should be directed toward establishing in-
dustries to furnish employment for the people already
here rather than bringing in more. Changing ownership
of land does not materially benefit the community, neither
does the laying out of new additions and other land specu-
lation. We have had too much of it in the past.

The realization of these projects lies with us. If we
wake up and show the old Medford spirit, we can have
all of these essential things. Fate will not dump them in
our laps, but we can get them by systematic effort, untiring
energy and the use of our brains. As Mayor Smith says:

The question is, shall the community sit supinely down and wait until
somebody comes along and out of charity helps us, or shall we help our-
selves? Shall we spend our time in praying for prosperity or try to get it?
I feel about the matter much like the old darkey who said when he
prayed for the Lord to send him a turkey he "generally never got it," but
when he prayed for the Lord to send him after a turkey that he "always
fetched one."

Bonding a City for a Railroad

(By Robert G. Smith, Mayor of Grants Pass.)

I have been asked to give my
views upon the proposed bond issue
of the city that is to be voted upon
the 18th, and I take pleasure in do-
ing so, not only because of my official
position, but for the reason that it
is a plan I have favored and ad-
vocated for the past year, as about
the only means of developing
enough legitimate industry to
support this city. It is not a theory
that confronts us, but a condition, a
condition brought about by the pol-
icy of building up a country upon an
industry that had not been fully
peered out. As a result of that pol-
icy many people have come to this
country in the past five years and
during that time the exports of the
country have been decreasing. A
few years ago 1000 men found em-
ployment in this county in the lum-
ber industry for about seven months

in the year. The last year perhaps
not 150 were so employed. Nothing
has arisen to take the place of the
lumberman's payroll. During this
time efforts were made to develop
the country around the city by irri-
gation to the previous disappoint-
ment of all concerned. First one
and then another promoter has tried
and failed. I do not mean to criti-
cize any one for his failure. Next
we had an attempt to build a rail-
road to the financial loss of some
well meaning and enterprising citi-
zens. In the meantime there has
been developed the idea of using our
energies and mans to bring in peo-
ple from other sections to buy land
and mines and we have stood hat in
hand almost like supplicating men-
dants beseeching purchasers to
come and buy, seemingly proceed-
ing upon the theory that changing of
ownership of a few tracts of land
would bring the community pros-

perity and wealth, if perchance in
the exchange some one made a profit
or commission.

Employment Decreased
But even this industry has de-
clined. Colored pictures in public-
ity literature has become too com-
mon—it no longer attracts. As a
net result of our efforts the popula-
tion has increased and employment
has decreased.

The question with me is, "Shall
the community sit supinely down
and wait until somebody comes
along and out of charity helps us,
or shall we help ourselves. Shall
we spend our time in praying for
prosperity or try to get it? I feel
about the matter much like the old
darkey who said when he prayed for
the Lord to send him a turkey he
"generally never got it," but when
he prayed for the Lord to send him
after a turkey that he "always
fetched one."

I believe when a community gets
in the condition this one is in now,
the sensible thing for it to do is to
use the credit of the community to
promote the welfare of its inhabitants,
if it has good opportunity to do so.
It is the sensible method that has
placed millions of acres of land under
irrigation in the western states and
made homes for the thousands. The
irrigation district which permits the
use of the credit of a community to
build up that community has added
millions to the wealth of the people
of California, Colorado, Idaho and
Oregon.

Favors Bond Issue
One large irrigation system is
more hazardous than 1/2 railroad and
more difficult to manage. But there
are those who halt at one, but will
grab at the other. The only reason
is that most people are afraid to try
anything first. Of course in every
community there is a class who op-
pose everything that is above the
commonest kind of barrier and trade;
anything, they believe, other than
the exchange of peanuts for nickels
is a dangerous heresy. People with
such ideas are generally so selfish
that they prefer to see a town decay
than risk the spending of a dollar
even when there is a certainty of re-
turn. I have been and am in favor
of the bond issue in spite of the fact
that such people will be helped by
it. I am not favoring it because it
will help any person to get rid of his
speculative holdings and I dislike to
see the settlement of this county
kept back by more boosting of land
prices.

I am favoring it because I want to
see something done, if it can be
done safely, that will make employ-
ment for the men with families who
has been brought here and who now
find it difficult to get labor to earn
enough to support their families. I
favor it because I want to see
something started that will make
something like regular employment
for the people now here, before we
bring in any more. The only means
by which that can be done is by ir-
rigation or a railroad to the coast,
and the railroad is, in my opinion,
the most easy obtained. I know all
that is behind the railroad move and
I feel sure that, if the lumber inter-
ests of Del Norte county will give the
support they promise, the road will
be built.

"Signal for the Croaker"
Of course a movement of this kind
is a signal for the croaker, the cynic
and the man who never helps any-
thing when it would cost any more
than a few words of approval. Happi-
ly, there are few such among us.
Some oppose it because they were
not first consulted about it. Time
is too short to reason with such, but
to those who are interested in this
proposition and are open-minded I
desire to give my ideas of how the
city should proceed in the matter.
If the bonds are voted, I propose to
ask the council to pass an ordinance
providing for a commission to as-
sist the council in its work of build-
ing a certain mileage of railroad
running out of the city. That com-
mission will be a public body and
will meet publicly and keep a re-
cord of its transactions. The duty
of the commission will be to investigate
the proposed plan, cost and probabili-
ty of its being built to the coast, and
to present the same to the common
council. The council will make
all the appropriations of money. If
there are contracts of construction,
the commission will receive the plan
and get bids to be approved by the
council. This commission will get
the same salary the members of the
council do, which is (6) dollars per
month. The compensation of all
employees of the commission will be
fixed by the council.

Will Be Safeguarded
Some people have been afraid the
money from the bonds will be turned
over to the Commercial club. This
is idle talk. No one in the Com-
mercial club expects that or looks for
it, that I know of. Neither will any
of the money be turned over to the
Pacific-Interior Co. or any other cor-

poration, or Dr. Reddy, or any other
person. Every dollar will be spent
under the supervision of the city.
This will be a public matter in
which every citizen will be asked to
take a helpful interest, and the com-
mercial club will not be treated with
any more consideration than any
other people of the community.
I believe in publicity and am op-
posed to any and all attempts and
kinds of secrecy in public matters.
Public business should be transacted
so that any citizen may know what
is being done and will be able to
make any objection he may desire,
whether he be big or little, rich or
poor. If these bonds are voted, I
would see the city's part done in
such a way that when it is finished
and the city turns over its property
to a private corporation, that it will
not only receive its money back and
interest, but a reasonable bonus in
addition. This is the end to which
I intend to work and to every end I
will expect the help of every lady
and gentleman of this city.

ROBERT G. SMITH.

HAPPY WOMEN
Plenty of Them in Medford, and
Good Reason for It.
Wouldn't any woman be happy.
After years of backache suffering
Days of misery, nights of unrest.
The distress of urinary troubles.
When she finds freedom.
Many readers will profit by the
following:
Mrs. Jane Sevey, 1022 Ninth St.,
Medford, Oregon, says: "I first
used Doan's Kidney Pills while liv-
ing in Idaho. I had suffered a
great deal from kidney trouble, and
nothing seemed to help me. I had
intermittent pains in my back, hips
and kidneys, when I started using
Doan's Kidney Pills, but was soon
relieved and finally cured by this
remedy."
The above statement must carry
conviction to the mind of every read-
er. Don't simply ask for a kidney
remedy—ask distinctly for Doan's
Kidney Pills, the same that Mrs.
Sevey had—the remedy backed by
her own testimony. 50c all stores.
Foster-Milburn Co., Props., Buffalo,
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DON'T KNOW THEY
HAVE APPENDICITIS
Many Medford people who have
chronic appendicitis, which is not
very painful, have doctored for years
for gas on the stomach, sour stom-
ach or constipation. L. B. Haskins,
druggist, states if these people will
try simply buckthorn bark, glycerine,
etc., as compounded in Adler's-ka, the
German appendicitis remedy, they
will be surprised at the QUICK bene-
fit. A SINGLE DOSE relieves these
troubles INSTANTLY.
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