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CANDIDATES FOR MEDFORD OFFICES ARE GUMSHOEING

Although it is attracting little attention and one hears little of the matter at the present time eighteen men are out in Medford after five offices, to be filled January 14. And all of them using that highly effective plan of "gumshoeing" for votes. There is scarcely a ripple on the surface so successfully are they operating along quiet lines, but nevertheless they are all busy. The only difference lies in the fact that the friends of the various candidates are not yet out working. When they begin the surface will be stirred considerably.
 The outcome of the mandamus suit to decide whether Recorder Foss and Councilman Campbell can hold over or not is being watched with much interest.
 The five candidates for mayor are all active and are cultivating the "glad hand" method. A little trip in the residence district will always be rewarded by a sight of some candidate "gumshoeing." After the holidays the real battle will open.

WOODMEN HOLD SPLENDID SESSION

Medford camp number 90 W. O. W. is somewhat elated at the success of their open meeting Saturday evening and the reception tendered to their deputy head consul, Peter P. Gilroy of San Francisco.
 B. F. Mulkey presided at the meeting and made a happy and telling introductory speech, complimenting the order on its progress and standing.
 He then called upon W. L. Spicer, district manager for the order for a short talk, after which he introduced Mr. Gilroy as speaker of the evening.
 The deputy head consul's address was very interesting and well received by the audience.
 He pointed out that the order had almost \$2,000,000 of its reserves invested in the state of Oregon, \$95,000 of which was in the securities of the city of Medford.
 This speaks well for the state and city.
 During the evening several musical numbers were rendered by Dr. Marion, Miss Butler and Mr. Dyer.

EVANGELISTIC MEETINGS AT PRESBYTERIAN CHURCH

Dr. Parsons preached his last sermon last night in the two weeks evangelistic campaign in this city. Large congregations greeted him both morning and evening. The results of the meetings are gratifying.
 Reception of members next Sunday and on the second Sunday of January, 1913, a meeting of the men of the Presbyterian church on Wednesday evening next at 7 o'clock.
 A meeting of all who sing in the church on Wednesday at 7:30 p. m. and on Friday at 7:30 p. m. to prepare Christmas music. Next Sunday evening a musical service at the Presbyterian church. The quartet, Miss Hance and the chorus and orchestra will give all who come a delightful evening.

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.
 Deceased was a native of Burlington, Ont., and had been in Medford only about two weeks, coming here from Minot, N. D., where he was a traveling salesman and where he had lived for a number of years. He was a member of the Masonic lodge in St. Thomas, N. D. He has a mother and brother living in Vancouver, Wash. Funeral arrangements have not as yet been made.

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 development of Oregon has been woefully retarded.
 Had the constitution permitted, all the present railroads 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 settlement 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 published 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 commercial orchard, of which probably 5,000 acres are in bearing—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 irrigation 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 summer, 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 industries 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 speculation. 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 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."

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 doing so, not only because of my official position, but for the reason that it is a plan I have favored and advocated 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 policy of building up a country upon an industry that had not been fully tried out. As a result of that policy 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 employment in this county in the lumber industry for about seven months

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

Employment Decreased
 But even this industry has declined. Colored pictures in public literature has become too common—it no longer attracts. As a net result of our efforts the population 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 oppose 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 return. 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 employment 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 irrigation 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 interests 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 anything when it would cost any more than a few words of approval. Happily, 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 assist the council in its work of building a certain mileage of railroad running out of the city. That commission will be a public body and will meet publicly and keep a record of its transactions. The duty of the commission will be to investigate the proposed plan, cost and probability 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 Commercial 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 corporation, 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 Commercial club will not be treated with any more consideration than any other people of the community.
 I believe in publicity and am opposed 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 lady 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 living in Idaho. I had suffered a great deal from kidney trouble, and nothing seemed to help me. I had intense 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."
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John A. Perl
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 28 S. BARTLETT
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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 stomach 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 BENEFIT. A SINGLE DOSE relieves these troubles INSTANTLY.

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 "PASSING GYPSIES"—A Pathe American drama.
 "WHEN PERSISTENCY AND OBSTINACY MEET"—A Vitagraph comedy, featuring Mr. Costello and Miss Turner.
 "HIS MOTHER'S PICTURE"—A Kalem production built around a railroad story.
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 Change of program every Sunday, Tuesday, Thursday and Saturday.

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