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PLAN TO BUILD
FOUR RAILROADS
AT GRANTS PASS

GRANTS PASS, Jan. 16.—J. G. Riggs has returned from Portland where he filed incorporation papers for the Portland, San Francisco and Coast railway, capitalized at \$2,000,000. The other incorporators were E. N. Chester, Portland, representing eastern interests; H. N. Tucker, president First Trust company, Portland; Henry A. Davis, attorney, First Trust company, Portland.

The property of the defunct Grants Pass and Rogue River railroad (Bowen's line) will be taken over and its plans carried out.

Builds Four Units

According to the articles of incorporation it is proposed to construct four units of road totaling approximately 365 miles. The lines will tap Josephine, Jackson, Curry and Coos counties in Oregon, and Del Norte and Humboldt counties in California.

The first unit is to commence at or near Grants Pass, on the Southern Pacific, in Josephine county. In a general southerly direction it will go through State Creek pass, follow the Illinois river, cross to the middle fork of the South river, which it will descend to Crescent City, Del Norte county, Cal., and thence go south to Trinidad, Humboldt county, a total of 165 miles. At Trinidad it will connect with the San Francisco & Northwestern railroad.

The second unit will start at Kirby, a town on the line of the first unit in Josephine county, south of Grants Pass. This line will follow the Illinois and Rogue rivers to the coast and turn north, following the coast through Port Orford, Curry county to Marshfield, Coos county, where the Southern Pacific line now under construction will be joined. This line will be 120 miles in length.

To Blue Ledge Mine

Grants Pass will again be the starting point of a line which will be the third unit. This line will follow the Applegate river through Josephine and Jackson counties in a southerly direction to Seattle Bar, near the California line. This section will tap a comparatively undeveloped and very rich mining district. The line will be 47 miles in length. The fourth unit will be but 24 miles in length, and will run from Crescent City, Cal., to Harbor, Curry county, Oregon.

The terminal of the various units will be Marshfield, Grants Pass, Kirby, Seattle Bar and Harbor, in Oregon, and Trinidad and Crescent City in California.

MISS WILSON WEDS
COLUMBIA ORCHARDIST

Miss Evelyn Wilson of Portland, daughter of Dr. George F. Wilson, who owns extensive interests in the Rogue River valley, and niece of Bruce Wilson of Griffin Creek, herself a frequent summer visitor to Medford was married Tuesday at Trinity Episcopal church, Portland, to Arthur Murray Sherwood, Jr., an orchardist of White Salmon, Wn. The ceremony was performed by Right Rev. Charles Scadding, assisted by Rev. A. A. Morrison.

The church was thronged with a fashionable assemblage, and was artistically decorated with Easter lilies and palms. The bride was most attractive in her gown of ivory charmeuse, with a handsome Mechlin lace rope draped in a one side effect, caught with real orange blossoms. Her full length veil was wreathed with orange blossoms, and she carried a shower bouquet of bride's roses and lilies of the valley.

Mr. and Mrs. Sherwood, Jr., left for a two months' trip in the south and east, and upon their return will make their home in White Salmon.

REFORM IS NEEDED.

PUBLIC opinion in the county will sustain Judge Tou Velle in his efforts to cut down needless waste in county expenditures, of which the superintendent of school's department affords a glaring instance.

There is a great discrepancy between the amounts fixed by the state laws for the administration of the various departments, and the actual cost of the same department to the taxpayers.

No matter how often the legislature raises the salaries and the number of deputies, every department has opened the throttle and hired as many as it chose. Perhaps they were needed—perhaps not.

The sheriff is given \$4000 a year for himself and deputy, but last year \$3306.70 additional was paid deputies, so that the office cost the county \$7306.

The county clerk is given \$3000 a year, but drew \$1339 extra for deputies, so the office cost \$4339. It really cost more, because some of the work, properly charged here, was charged to other departments.

The recorder had his salary raised to \$1800 a year by the last legislature and was given \$600 additional for a deputy—supposed to be ample, but the office cost \$3550 last year for salaries.

The treasurer is given \$1200 a year and hasn't got much to do, yet he paid \$108 for deputies, and was on the county payroll himself frequently a second time as a deputy in other departments.

The assessor draws \$1500 a year, and paid out \$6450 addition for deputies—a total of \$7950 for this one office.

While the salaries actually stipulated under the existing laws are only about \$15,000 a year, including the school graft, over \$41,335 was paid out in court house salaries in 1912, which offers a fine field for investigation.

County officials should be given a fixed amount to conduct the business upon, dependent upon population, valuation and area of counties, as in the governor's bill, and made to live within the amount. It is farcial to stipulate amounts and then take the lid off of the limit.

CO-OPERATION THAT PAYS.

ATTENTION is called to the successful year experienced by the various farmers' and growers' co-operative associations throughout the northwest. They seem to effectually solve the problem of marketing produce at a profit.

The dispatches state that the annual meeting of the Puyallup and Sumner Fruit Growers' association was held at Puyallup this week with 1,000 stockholders in attendance. The report of W. H. Paulhamus, president, showed a \$750,000 business, an increase of \$250,000 over 1911. Assets are placed at \$30,000.

The report shows that Puyallup has a most economically conducted cannery and marketing association notwithstanding the capacity was doubled in 1912. The organization has made a profit of \$31,000 the past year.

This association operates a cannery and also ships fresh produce. Fruits, berries, and vegetables are handled. When it is more profitable, produce is marketed direct. When it pays better, it is canned.

There is no reason why such a co-operative organization should not pay here. Every farmer should be a stockholder. In this way the produce needed to operate successfully would be assured—for the growers, having a market provided in advance, would be encouraged to grow produce.

A co-operative association would moreover, effectually put out of business crooked commission men and those who reap a harvest by fleecing the farmer out of the products of his labor.

FEED THE BIRDS.

THE heavy snow in the hills is making it a hard winter for the birds and wild animals. Ranchers in the foothill sections say that the deer come close to the houses in search of food and that the quail, meadow larks and other birds are experiencing great difficulty in finding anything to eat.

Everyone can perform a humane act by scattering about food for the birds. Instead of being tame, as would be expected, the presence of snow everywhere seems to make the quail unusually wary. The snow has given an impetus to rabbit hunters, many of them leaving Medford every day for the fields, and sorry to say, they do not confine themselves to rabbits.

In the hills the snow has not melted at all and while it matted in Medford, more snow piled up until great depth is reported in many sections. The heavy depth extends further down the hillsides than it has in years.

Those Who Go Away for the Winter
Learn to Appreciate Rogue River Valley

Medfordites in southern California and in British Columbia, in fact in most an old section, are missing the climate in their vicinity and wishing they were back in the Rogue River valley, despite this is the most winter seen here in many years.

W. H. Humphrey writes from Los Angeles: You are lucky you were not in this country the last week for it's been the darndest weather I ever experienced, sand storms and the whole country frozen up. It's hard to believe, but for two night it was down to 15 above and never thawed out in the shade. For two days the fruit was all frozen solid and I do not see how there will be any of it saved, but the conservative and honest ones claim there will be about 20 to 25 per cent saved—the papers do not print only the one side. There are a few localities where they may save about 40 per cent of the lemons and oranges but the garden truck is practically gone. I had rather have a good 20 acre pear orchard in the

Rogue River valley than any 20 acre orchard in California, although it takes \$40,000 to buy some of them and even higher."

T. R. Wilson, familiarly known as "Chick" writes from Newport, B. C., as follows:

"I am up in the timber 60 miles north of Vancouver, and it has been snowing every day since I got here. At present there is about three feet of snow on the ground. I don't know whether there is any sun in the sky in this part of the country, since leaving Medford I have not seen it. A person has just to leave the Rogue River valley to appreciate what a fine climate they really have down there."

A New Discovery.

One of the sensations of the twentieth century is Meritol Rheumatism Powder. A boon to every sufferer. The best known remedy for rheumatism in all its forms. Ask those who have tried it. Haskins' Drug Store.

ORDINANCE NO. 721.

An ordinance granting to M. T. Minney, his heirs and assigns, the right to lay out, construct, acquire and own, and to maintain, operate and use railroads, poles and wires, and underground conduits and conductors in the city of Medford, Oregon, and to operate cars and locomotives, other than steam, to generate and transmit power, and to send and receive telegraph and telephone messages over certain streets, alleys and public places in the city of Medford, Oregon, and to authorize the construction, installation and maintenance of equipment and power houses, stations and all other things necessary or convenient for the operation and maintenance thereof. And to provide and fix the extent, terms and conditions under which the particular streets and alleys of the city of Medford may be appropriated and used for railway purposes and for power, telegraph and telephone lines by the said M. T. Minney, his heirs and assigns, and repealing all ordinances and parts of ordinances, in conflict herewith.

The city of Medford doth ordain as follows:

Section 1. That there be and hereby is granted to M. T. Minney, his heirs and assigns, subject to regulation by the city, the franchise right and privilege to erect, lay down, construct, reconstruct, purchase, acquire, lease, repair, maintain, equip, operate, have, hold and use and cause to be run and operated thereon passenger cars and to carry passengers; to run and operate thereon freight, mail, baggage, express and funeral cars, to carry freight, parcels, express packages and United States mail thereon, all subject to the regulations of the council of said city, to do all acts and things necessary to the successful operation of said railroads and systems of railroads, operated within said city of Medford, either as a separate system of railroads within said city of Medford, or as a part of a system of railroads operated within said city of Medford and elsewhere without the city of Medford along and upon all of the streets of the said city of Medford, except as hereafter provided, as now or hereafter laid out and established and within the corporate limits of said city of Medford, as now established and as said corporate limits may hereafter be extended; provided that this ordinance shall become void and of no effect at the expiration of ninety days from the date of its passage, unless said M. T. Minney, his heirs and assigns, within said time, shall have commenced the actual construction of said system of railroads within the said city of Medford, providing further, that the said M. T. Minney, his heirs and assigns, shall within six months from the date of the passage of this ordinance file, or cause to be filed in the city, with the city recorder of said city of Medford, a map or plat of said city upon which shall be accurately indicated all streets and portions of streets and alleys which the said M. T. Minney, his heirs and assigns, shall have actually constructed and have in operation at least one mile of street railway on the street of said city within eight months from the date of their acceptance of this franchise and two miles in the city and nine additional miles of new construction, connected therewith of continuous and completed railway construction, and in operation in the Rogue River valley within one year from the date hereof, then all rights hereby granted shall be forfeited and lost by the said M. T. Minney, his heirs and assigns and all lines of railroads in said city, constructed on any of the streets thereof by virtue of this ordinance, shall be forfeited to said city. And provided further that all rights in and to all streets hereby granted shall lapse and become void at the expiration of three years from date hereof, except as to such street or streets, or portion of street or streets on and over which the said M. T. Minney, his heirs and assigns, shall have actually constructed and have in operation such street railway line or lines at said time. It being understood that the term "in operation" as used herein, shall be taken and is understood to mean, the running of street cars suitable for carrying passengers and in which passengers are actually carried for the fare provided at least once every half hour in each direction, between the hours of six a. m. and nine p. m. of each day.

It is understood and agreed, however, that the said M. T. Minney, his heirs and assigns, shall not have the right to designate on said map or to build, construct or operate said street railway or railways, or any line or lines on Main street and Main street in said city, but shall the right to select, for said purpose only one of said streets. Nor shall the said M. T. Minney, his heirs or assigns designate on said map or construct, maintain or operate said street railway line or lines upon both Central avenue and River side avenue in said city, but shall have the right to select and designate one only of said streets for said purpose.

It is further understood and agreed that the said M. T. Minney, his heirs and assigns shall at the expiration of two years from the date of acceptance of this ordinance, forfeit and lose all rights in and to all streets and parts of streets hereunder designated on the map or plat above referred to, except such streets or parts of streets on which he shall

have actually constructed and have in operation street railway lines at said time, unless within said time, he shall have constructed and have in actual operation one additional mile of said street railway within the limits of said city. The city reserving the right to make a reasonable charge for use of bridge across Bear creek on Main street after two years.

Sec. 2. Said M. T. Minney, his heirs and assigns, shall have the right and franchise to connect together the said railroads and system of railroads with any other railway or system of railroads and to run cars from any line of track to any other line of track and to construct, maintain and use convenient side tracks, switches, curves and turn-outs from the line of railway maintained under authority of this ordinance, subject to the reasonable regulation of the council, to and upon his and their property and other rights of way and to and into his and their shops, barns, store houses, repositories, depots, yards, terminals, buildings and grounds.

Sec. 3. Said M. T. Minney, his heirs and assigns may operate and propel cars over and under railroads constructed pursuant to the provisions of this ordinance by means of overhead or underground electric power, or steam batteries, compressed air, cables or other mechanical power, (except only steam motors and steam locomotives, but steam motors and steam locomotives may be used in the operation of said railroads for construction or temporary purposes, or in case of accidents or emergencies) not longer than seven days at one time without the consent of the council, and for the purpose of operating railroads and having convenient power and electrical current for his and their use, may put up, erect, maintain and use poles and overhead wires and lay down, construct, maintain and use underground slots and conduits and underground wires, conductors and cables in and along streets over which said railroads are or may be laid down and in and along such other streets of the city of Medford, as its common council may direct. The motive power and the mode of operating and propelling cars may at any time be changed by the holder of this franchise to any more improved, practical and desirable method, excepting steam motor or steam locomotives.

It is understood and agreed that all poles erected on said streets shall be erected at the curb line and all such poles within the fire limits of said city as now or hereafter designated by law, shall be constructed of metal.

Sec. 4. The track and tracks to be constructed under the provisions of this ordinance shall be of 75 lb. steel, laid flush with the grade of the street, where said streets have an established grade, provided that when the track is laid upon a street where no grade has been established the track shall be brought to grade whenever such grade shall be established by the city and when any established grade shall be changed by the city, the track shall be changed so as to conform with the grade so established, and provided further that the said M. T. Minney, his heirs and assigns, shall improve and keep in repair that portion of each street so occupied by him lying between a point of twenty inches beyond the outside rail of his said track or tracks. The word "improve" as herein used being understood to mean the improving, including paving of said street, in the same manner as the remainder of said street is improved or paved by or under the authority of said city.

Sec. 5. Said M. T. Minney, his heirs and assigns, may construct, operate, equip and maintain telegraph, telephone and power lines along all of the said streets upon which the said railroads are constructed for the purpose of transmitting messages or power over the said lines for the use in connection therewith. Providing, however, that said city shall have the right, whenever it deems the same necessary, for public welfare and safety, to require all telegraph, telephone and power lines along any street or part of street in said city to be placed beneath the surface of the ground.

Sec. 6. It shall be lawful for the said M. T. Minney, his heirs and assigns, to make all needful and convenient excavations in any of said streets under the conditions hereof named, for the purpose of establishing said railroads, or system of railroads, telegraph, telephone or power lines; provided, that whenever said M. T. Minney, his heirs or assigns, shall disturb any of said streets, he or they shall restore the same to good order and condition as soon as practicable and without unnecessary delay, and failing to do so, the common council of said city shall have the right to file, by resolution, a reasonable time within which said repairs or restoration of said street shall be completed, and upon failure to complete said repairs or make said restoration, within the time prescribed by said council, the street commissioner of said city shall place the same in good condition and repair, at the expense of the then holder of the franchise granted by this ordinance. Said city shall have the right to require said M. T. Minney, his heirs or assigns, to furnish a good and sufficient bond in such amount as said city shall deem proper, with good and sufficient security to be approved by the city council of said city, to secure the proper restoration and repair of any street in said city before the said M. T. Minney, his heirs and assigns, shall have the right to excavate on any of said streets.

Sec. 7. Nothing in this ordinance shall be so construed as to prevent the proper authorities of the city of Medford from sewerage, grading, paving, plankng, improving, repairing or altering any of said streets, but all such work shall be done, if possible, so as not to disturb, injure or prevent the full operation of said railroads or system of railroads.

Sec. 8. Said M. T. Minney, his heirs and assigns, may charge and collect from each passenger traveling upon railroads constructed under authority of this ordinance, for each continuous trip traveled by such passenger, upon said railroads, from any point in said city, to any other point within the limits of the city of Medford, a fare of five cents and no more, excepting for riding in the use of observation cars, funeral cars, mail cars, express cars, freight cars, and other special cars, said M. T. Minney, his heirs and assigns, may charge and collect such compensation, rates and fares, as it or they may desire. The said M. T. Minney, his heirs and assigns, hereby agree that for the purpose of enabling passengers to make such continuous trips from any one point within said city to any other that he will issue transfers from any one of the lines constructed and operated by authority of this franchise, to any other of such lines.

Sec. 9. All of the rights, privileges and franchises herein granted shall continue and be in full force and effect for fifty (50) years from the date of the acceptance of this ordinance.

Sec. 10. All of the provisions of this ordinance shall inure to, apply to and bind the heirs and assigns of the said M. T. Minney.

Sec. 11. The failure of the said M. T. Minney, his heirs or assigns, to operate any car line or lines which he shall at any time construct hereunder, as the term operate is herein defined, continuously, shall be held an abandonment of the rights herein given as to the street or streets or portion of street or streets upon which the said line or lines shall have been constructed and such failure shall, without any action on the part of the city, operate to cancel and annul all the rights of said M. T. Minney, his heirs and assigns, on or to any such street or streets. Provided, however, that temporary interruption in such operation, caused by some unforeseen accident or calamity and continuing no longer than such accident or calamity may render necessary shall not be held or taken to be a failure to operate any such line within the meaning of this section.

Sec. 12. The said M. T. Minney, shall, within fifteen days after the passage of this ordinance, file in the office of the recorder of the city of Medford, his written acceptance of this ordinance, and the franchise, rights and privileges by this ordinance granted to and conferred upon him, his heirs and assigns, subject to the terms and provisions in this ordinance contained. And the said M. T. Minney shall forthwith deposit with the city recorder his certified check in the sum of Twenty-five Hundred (\$2500.00) Dollars, payable to the order of the city treasurer, which shall become wholly forfeited unto the city of Medford, as liquidated damages in the event that the said M. T. Minney shall fail to comply with the terms and conditions of this said franchise as to the commencement of the work of construction within ninety days from the date hereof, and the completion of at least one mile of street railway within eight months from the date hereof. Failure of the said M. T. Minney to accept this ordinance and file said check within fifteen days from the final passage thereof, and upon the expiration of the time allowed for the filing of said acceptance, the same, not having been filed, this ordinance shall become and be wholly void, inoperative and of no effect.

Sec. 13. The said M. T. Minney, his heirs and assigns, shall permit any other persons or corporation, operating a line of railroads within the city of Medford, by authority of said city, to use, in common with himself, all of the tracks of said M. T. Minney on Main street between Central avenue, on the west, and Roosevelt avenue, on the east, including the tracks across the bridge on Main street upon the payment to the said M. T. Minney, his heirs and assigns, of compensation for such use. Such reasonable compensation to be fixed by the city council of said city at not less than a fair proportion of the interest on the cost of said tracks together with a fair proportion of the cost of maintaining the same.

Sec. 14. All ordinances and parts of ordinances in conflict herewith are hereby repealed.

The foregoing ordinance was passed by the city council of the city of Medford, Oregon, the 10th day of January, 1913, by the following vote: "Aye"; Mitchell, "aye"; Emoriek, "aye"; Campbell, "aye"; Millar, "no"; and Summerville, "aye." Approved January 10th, 1913.

Attent: W. H. CANON, Mayor. E. T. FOSS, City Recorder.

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