

MEDFORD MAIL TRIBUNE

AN INDEPENDENT NEWSPAPER
PUBLISHED EVERY AFTERNOON
EXCEPT SUNDAY BY THE
MEDFORD PRINTING CO.

The Democratic Times, The Medford Mail, The Medford Tribune, The South Oregonian, The Ashland Tribune, Office Mail Tribune Building, 25-27-29 North 7th street; telephone 15.
Official Paper of the City of Medford.
Official Paper of Jackson County.

Entered as second-class matter at Medford, Oregon, under the act of March 3, 1879.

SUBSCRIPTION RATES
One year, by mail, \$5.00
One month, by mail, .50
Per month, delivered by carrier in Medford, Jacksonville and Central Point, .50
Saturday only, by mail, per year, 2.50
Daily, per year, 1.50

SWORN CIRCULATION.
Daily average for three months ending December 31, 1913, 2500

Full Leased Wire United Press Dispatches

With Medford Stop-Over

1915
WA OREGON

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THE FRUIT OF LAWLESSNESS

COLORADO is reaping the fruit of corporation control. For years the three branches of government, executive, legislative and judicial, have been under the domination and direction of big business. Laws have been made, unmade, ignored or enforced at the behest of special interests.

Colorado is a shining example of "invisible" government. The people passed laws, only to have courts declare them invalid. They have carried plebiscites, to have them ignored. They have seen the law perverted into an instrument for the protection of property, and the law-enforcing machinery of the state used solely to carry out the edicts of capital. All of which has bred a contempt for the law.

The situation is not a new one. Ten years ago perversion of the law resulted in bloody riots. The state troops deported hundreds of American citizens and trampled roughly over the constitution. The lawlessness of the law for the benefit of capital engendered similar lawlessness on labor's behalf and wholesale destruction by dynamite followed.

The right of the miners to organize is denied. The right of the mine-owners to similarly organize is undisputed. The right of Rockefeller and other mine owners to ship in thousands of armed gunmen, armored cars, machine guns, and to ruthlessly shoot down former employees and their families, to contract with strike-breaking "detective" agencies to smash with the bullet organized labor, is admitted. The right of the toilers to import even a poor old woman like Mother Jones or to arm in self-protection, is denied and the state troops called out to assist the imported gunmen in the slaughter. A butchery of women and children by gunmen, like that at Ludlow, arouses no official protest, but an attack upon hired assassins results in an extra call for militia volunteers.

The lawlessness of the miners is directly due to the lawlessness of the mine owner. The contempt for the law engendered thereby rebounds to smite the sacred rights of property. The situation in Colorado, like that recently in West Virginia and Calumet, accelerates the growth of socialism among the thinkers and breeds anarchy among the thoughtless.

Mines, like land, are a natural resource and should belong to the state. To permit any one man or set of men to own them creates a monopoly that impoverishes the many to enrich the few. Thousands eke out a bare and miserable subsistence in the underground tunnels that a Rockefeller may have a surplus he cannot use to bestow in superficial charities while he piously prates of good will to man!

The Colorado situation is the Homestead strike over again. Carnegie, like Rockefeller, replaced intelligent American labor, that had sense enough to organize, with the ignorant pauper labor of Europe, and when after a generation or so spent making millions for their master, they learned the lesson of organization, they were driven out by bullet and bayonet and replaced by fresh hordes of immigrants. And Carnegie spends his surplus urging international peace—not industrial, and Rockefeller his probing white slavery—not the real slavery that is the foundation of his fortune.

What is the remedy? How shall the labor wars be prevented? By giving the toilers a square deal. If some of the dividends that fatten Wall street were divided among the miners—there would be no strikes. If the Carnegies and Rockefellers saw to it that labor under their control had comfortable habitations, shorter hours and were treated more like humans and less like machines and animals, they would really help solve the problem.

Does anyone suppose that if the policies of a Henry Ford governed the industrial world we would be having bloodshed in the great mining districts? And yet if such policies are not adopted the Rockefellers can read the handwriting on the wall, or could if they were not blind leaders of the blind—a state socialism that will wipe out millionaires as well as our paupers.

CAPTAIN GRIFFITHS
ARMY EMBEZZLER
UNDER ARREST

SAN FRANCISCO, Cal., April 29.—Captain Joseph Griffiths of the quartermaster's corps of the United States army was a prisoner at the Presidio here today, charged with embezzling \$8000 of government money while acting as disbursing officer for Puget Sound army posts and for the Seattle depot.

Griffiths' arrest occurred soon after midnight at the residence of William L. King of Oakland, where he had been boarding under the name of J. G. Graham. It was made by Lieutenant Colonel Arthur W. Yates of the quartermaster's corps, following a search of all the hotels in San Francisco and the trans-hay cities.

The prisoner was booked to sail for the Antipodes on the steamship Tahiti, leaving here today. He could have gotten away before, but it was said he delayed on account of a woman with whom he was believed to be infatuated. He had been in San Francisco and Oakland for ten days.

The captain was asleep in bed when Colonel Yates called for him. He admitted his identity, but protested that he had done nothing wrong and asked to be allowed to stay where he was, at least till morning. This privilege was denied him and he was compelled to dress and wait, under guard, until he could be transferred to the Presidio.

Mrs. B. F. Fiskett, Jr. D. Whirry.

Mrs. R. S. Crockett, Mrs. J. Cochran, Mrs. J. S. Thompson, Miss Victoria Mitchell.

Talent
F. G. Harnes, W. W. Estes.

Central Point
Mrs. Lucy D. Williams, Mrs. Jeanette Twomey, Mrs. Sarah Warner, Mrs. Eva Sisty, John Sisty.

Ashland
Mrs. C. Satterfield, Mrs. Almira Mattinly, William Harnay, J. L. Carson, A. L. Harvey.

Portland
Miss Ruby Weyburn, Dr. H. B. Hinson, Dr. C. A. Woody, O. C. Wright, general missionary.

WEALTHY WIDOW
HELPED FINANCE
CAPTAIN GRIFFITHS

PORTLAND, Ore., April 29.—The name of Mrs. Virginia Bramhall, a wealthy widow, who is highly connected here and in the east, plays an important role in the financial dealings and difficulties of Captain Joseph Griffiths, United States army, alleged embezzler of government funds from the quartermaster's office of the Puget Sound district, who was arrested in Oakland.

Mrs. Bramhall who resides at one of the exclusive family hotels of Portland is now absent from the city and is supposed to be in San Francisco where it is rumored she went to see the captain.

Mrs. Bramhall is a woman about 60 years old and for three years has been a firm friend of Griffiths. It is said that she advanced him \$17,000 to aid in financing his financial timber company scheme by which he hoped to profit handsomely and after his arrest in Seattle early in March for embezzling \$9,000 of the government funds, she went to Seattle, took apartments in the Hotel Perry, where he was confined bound only by his honor not to escape. While there she raised several thousand dollars, it is said, in an effort to settle his alleged default and free him from prosecution.

"We hear frequently, too, that Europe doesn't build sixes. The fact here is that European engineers don't know how to build good sixes. They are just learning. More than half the leading factories in England, France, Germany and Belgium are experimenting with sixes. As fast as they learn how to build them, sixes are being produced by the leading European manufacturers."

"And isn't it about time we stopped worshipping this European fetish. America owes a great deal to Europe. But we have outgrown our early ignorance of automobile engineering. The United States is today the greatest motor building nation in the world. We build ten times as many cars as Europe. And in every market of the world, in competition with the best European products, we out-sell European cars ten to one. We have gone ahead of our one-time teacher. We are showing Europe the way now—and most assuredly on sixes."

Some Facts About
Fours and Sixes

Beyond doubt, the most discussed single phase of motor construction at the present time is the question of "six" or "four." With the adherents of either side lined up strongly for their particular type, the buyer is quite likely if he is not wary to become hopelessly confused in a maze of conflicting claims.

That a four cylinder car maybe a good one cannot be denied. The public has bought and used "fours" for a long time. Their worth is conceded by builders of "sixes." On the other hand, there is no question but what what the "six" has made wonderful progress. When leading manufacturers in ever-increasing numbers add "sixes" to their lines, and finally drop the old type for "sixes" exclusively, one is forced to the conclusion that the "six" at least merits the serious consideration of every buyer.

"Despite the many hectic and often unreasonably biased claims advanced by adherents of both fours and sixes, there are some fundamental facts about the two types which the intending buyer can easily learn for himself," says Ascherl Bros., of the Medford Garage, local Chalmers dealers. "The wonderfully increased production of sixes from just a few hundred cars four or five years ago to many thousands for this season is not an accident or the whim of manufacturers who have more money than brains. The ever increasing demand for sixes is the result of experience."

"Users of sixes since the first Stevens-Duryea and Winton cars of that type were built have learned, not that the six is necessarily faster than a four; not that it will climb a given hill any faster than a four of equal power; not that it will travel any more rapidly through sand or mud than a four of as great motor size. But they have learned that the six will do all these things easier, with less fuss, with less vibration, with less gear shifting—and consequently with less wear and tear on the machine and on the driver."

"I think that all any builder of sixes should ask is that the intending buyer find out for himself if these things are true. This can be proved by experience. Claims have nothing to do with it. Any man who will ride 100 or 50 or even 20 miles behind the wheel of a six, and the same distance over the same road in any four will know when he leaves the car why 37 of the 42 leading builders of this country have made sixes their leading models."

"It has been said that the six is simply a fad. It doesn't seem quite reasonable that American buyers in ever increasing numbers should continue to indulge in a fad as costly as the motor car if they derived no material benefit. People just don't have that kind of fads. Nor do manufacturers—the biggest and strongest in the country—spend vast fortunes changing their entire equipment and production plans, staking the whole assets of their companies on a fad. No, the six has had to prove itself just as the four once had to."

"The most frequent plea one hears for the four is 'It is more economical than the six.' Why, I wonder. The reason for the supposed greater economy of the four I have never seen clearly stated. Meanwhile, actual experience shows that a well built six will travel any given number of miles or for any given period of time on just as little gasoline and oil as any four of equal motor size and equal car size."

"It has been my experience that weight is the biggest factor in economy. And the six is not heavier than a four of equal size. For instance, one four I have in mind is not as large as the Chalmers Model 24, yet it weighs between three and four hundred pounds more. Surely the four cylinder motor, which has to work harder to move this extra weight, is more extravagant of fuel than the six which has 400 pounds less dead weight to carry. Again, experience proves this to be a fact."

"We hear frequently, too, that Europe doesn't build sixes. The fact here is that European engineers don't know how to build good sixes. They are just learning. More than half the leading factories in England, France, Germany and Belgium are experimenting with sixes. As fast as they learn how to build them, sixes are being produced by the leading European manufacturers."

"And isn't it about time we stopped worshipping this European fetish. America owes a great deal to Europe. But we have outgrown our early ignorance of automobile engineering. The United States is today the greatest motor building nation in the world. We build ten times as many cars as Europe. And in every market of the world, in competition with the best European products, we out-sell European cars ten to one. We have gone ahead of our one-time teacher. We are showing Europe the way now—and most assuredly on sixes."

"Nor yet do I wish to be classed among those who decry fours as worthless. I have sold a great many fours; more than 35,000 Chalmers fours are now in use. And they are good fours. Of the earliest Chalmers fours just as great a percentage are running today and giving satisfaction as of any cars built at the same time. But actual experience has proved to me, as it is proving to new thousands each year, that the six is mechanically the superior. The whole trend of the automobile demand is toward sixes among cars of \$1500 and over. Among the lower priced and very light cars, the four is likely to remain predominant. But I sincerely believe that the next two years will find all leading cars over \$1500 built in sixes only."

(Advertisement)

COUNTY COURT PROCEEDINGS.
The following is a schedule of expenditures of Jackson County, Oregon, together with the list of claimants and article or service for which claim is made, and which were passed upon at the March term of the county court for Jackson County, Oregon:

County Court and Commissioners.
Jas. M. Cronmiller, stamps, \$ 2.80
Home Telephone and Telegraph Co., telephone bill, 2.45
O. H. Johnson, refund and cost in Ashland road tax matter, 42.00
Geo. J. Kunzman Printing Co., supplies, 2.75
Medford Sun, printing county court proceedings, 43.37
Medford Mail Tribune, printing county court proceedings, 48.78
Medford Printing Co., printing, 3.00
Postal Telegraph and Cable Co., telegrams, 11.55
Sunset Magazine, part payment on printing contract, 800.00
F. L. Tou Velle, county judge's salary, 150.00
Western Union Telegraph Co., telegrams, 1.88
Wm. C. Leever, commissioner's salary, 21.00
J. C. Smith, commissioner's compensation, 26.00
Total, \$1155.58

Circuit Court
Frank Kashafer, clerk, 33.00
Frank Kashafer, clerk, 25.00
R. Roy Davis, court reporter, 40.00
Fred Dunlap, juror, 26.00
John K. Helman, juror, 20.40
Frank Kashafer, clerk, 15.00
T. W. Aeklin, grand jury witness, 3.20
Henry S. Anning, grand jury witness, 2.70
Geo. Alford, juror, 8.40
John Arnold, juror, 6.80
W. H. Bowen, juror, 3.00
Frank Brown, juror, 20.80
Oscar Blackford, juror, 7.80
G. H. Billings, juror, 9.40
H. E. Boyden, juror, 7.00
E. A. Boaling, juror, 37.50
W. Bruin, juror, 14.60
D. W. Beebe, juror, 25.00
John Benson, witness, 2.20
Howard Brett, witness, 2.10
E. N. Butler, witness, 2.20
H. L. Bowby, witness, 2.00
Paul D. Basins, witness, 3.70
L. S. Brown, witness, 3.20
John Benson, witness, 3.50
Wm. Cook, witness, 2.00
Ernest Clement, witness, 2.00
Ella Cole, witness, 1.50
Will Carnes, witness, 1.50
Lizzie Cronmiller, witness, 1.50
Emily Count, witness, 11.00
Jane Count, witness, 11.00
Wm. Carnes, circuit witness, 3.50
J. B. Coleman, witness, 5.80
Ernest E. Clement, circuit court witness, 5.00
Harry Cingold, circuit court witness, 5.00
Chas. P. Champlin, juror, 9.20
Harry Cingold, witness, 2.00
M. F. Coyester, juror, 52.00
C. T. Danten, juror, 7.00
Edward Dimmick, juror, 38.40
J. E. Davidson, witness, 3.70
Al Dunford, grand jury witness, 1.50
Zary Dayhack, witness, 11.00
Rankin Estes, witness, 6.50
Rankin Estes, witness, 2.00
W. W. Edington, juror, 16.00
W. C. Earhart, juror, 7.00
J. H. French, juror, 32.40
Jack Fristoe, witness, 5.00
W. O. Feenoughy, witness, 1.50
W. O. Fristoe, witness, 2.00
Mrs. T. W. Fulton, witness, 1.50
Miss Plater, witness, 1.50
Geo. Fox, grand juror, 14.20
H. L. Gregory, grand juror, 8.40
W. W. Gregory, grand juror, 10.40
Clint Gallatin, grand juror, 23.20
H. S. Gleim, juror, 2.00
W. H. Gore, witness, 2.00
Chas. B. Gay, conveying prisoner to pen, 8.66
A. L. Irwin, witness, 3.20
G. A. Hoyer, juror, 4.00
C. H. Hines, juror, 29.20
F. W. Hollis, grand juror, 7.00
Seth Hoag, witness, 3.50
Susie E. Hart, witness, 5.10
Chas. Hayes, witness, 3.50
J. F. Hittson, witness, 3.50
J. F. Hittson, witness, 2.00
J. N. Hart, witness, 3.20
Hall Taxi Co., transporting grand juror, 12.25
Chas. B. Howard, serving subpoena outside of state, 12.00
Home Telephone and Telegraph Co., telephone bill, 2.60
Joe Johnston, witness, 10.00
G. S. W. Johnston, witness, 2.00
Joe Johnston, witness, 5.00
Paul M. Janney, juror, 21.00
Chris Keeagan, juror, 21.00
R. C. Kinsley, witness, 2.00
C. M. Kidd, witness, 2.00
C. M. Kidd, witness, 2.00
I. R. Kline, grand juror, 15.00
Fred Lay, grand juror, 15.80
E. E. Lake, witness, 3.40
W. A. Leak, juror, 13.20
Geo. Little, juror, 12.00
Mrs. Joe Mahan, witness, 12.50
Joe Mahan, witness, 12.50
Pat Meco, interpreter, 10.00
D. M. Martin, witness, 3.40
D. M. Martin, juror, 8.40
Frank Menchauer, witness, 2.70
Frank Menchauer, witness, 4.20
R. J. McQuaid, witness, 3.40
Phil McCana, witness, 2.00
H. W. Nichols, witness, 2.70
Elmo Nell, juror, 23.00
W. W. Parker, grand juror, 14.00

Clerk's Office
Jas. M. Cronmiller, stamps, \$ 17.96
P. L. Coleman, deputy hire, 70.00
City Drug Store, supplies, 2.20
Dodge and Dent Mfg. Co., supplies, 13.50
G. A. Gardner, salary, 250.00
Glass and Prudhomme Co., supplies, 1.11
Home Telephone and Telegraph Co., telephone bill, 2.55
Medford Book Store, supplies, 7.00
Medford Printing Co., supplies, 49.50
Rogue River Valley Ry. Co., freight on supplies, .25
Total, \$415.47

Treasurer's Office
Jas. M. Cronmiller, stamps, 3.59
Jas. M. Cronmiller, salary, 100.00
Home Telephone and Telegraph Co., telephone bill, 2.20
Jacksonville Post, printing, 2.00
Geo. J. Kunzman, rubber stamps, 2.65
Medford Book Store, supplies, 29.35
Rogue River Valley Ry. Co., freight on supplies, .15
Total, \$140.34

Coroner's Office
C. Boardman, juror, 1.00
Fred Burk, juror, 1.00
J. E. Caldwell, witness, 2.10
R. J. Caldwell, witness, 2.10
H. B. Cady, juror, 3.20
Etta P. Curry, witness, 1.00
F. H. Farrar, witness, 1.00
Ella Gaunyaw, stenographer, 5.00
W. L. Halley, juror, 1.00
R. H. Halley, juror, 1.00
H. P. Hargrave, witness, 1.00
H. P. Hargrave, physician, 5.00
W. L. Halley, juror, 3.20
A. E. Kellogg, coronor's fees, 58.55
A. E. Kellogg, coronor's fees, 20.05
W. C. Long, witness, 2.20
G. H. Miller, juror, 2.10
G. W. Margreter, witness, 1.00
E. H. Porter, witness, 5.00
Dr. E. B. Pickel, physician, 5.00
H. C. Purucker, witness, 1.00
A. E. J. Percival, juror, 3.20
(To be continued.)

John A. Perl
UNDERTAKER
Lady Assistant
28 S. BARTLETT
Phones M. 47 and 47-38
Ambulance Service Deputy Coroner

Ettie Prim, witness, 1.50
Jake Pierce, witness, 2.00
R. Phillips, grand juror, 16.00
Martin Perry, grand juror, 15.40
T. E. Pottenger, juror, 14.00
C. M. Philoester, juror, 7.00
A. E. J. Percival, witness, 3.50
Jake Pierce, witness, 3.50
J. F. Roche, witness, 3.20
E. R. Rosser, witness, 4.50
I. C. Robnett, grand juror, 7.20
W. P. Rathe, juror, 28.00
Harry W. Reames, juror, 26.00
R. S. Radcliff, witness, 2.00
W. S. Singler, cash advanced to witness, 5.00
J. E. Stewart, juror, 1.00
T. H. Stinson, witness, 3.20
H. S. Shook, witness, 3.50
C. J. Segman, witness, 2.00
Mrs. Sholtz, witness, 4.50
R. R. Sholtz, witness, 6.50
J. E. Steele, witness, 4.70
John Smith, witness, 2.90
Geo. E. Sprague, juror, 26.00
Ed Thompson, witness, 4.30
Charles Turner, witness, 1.50
Dr. Thayer, witness, 2.00
Glen O. Taylor, witness, 2.00
A. R. Thompson, juror, 2.00
Ed Thompson, juror, 36.00
Alice Ulrich, witness, 1.50
Walter Woods, witness, 2.00
W. I. Winkle, witness, 3.30
J. L. Woodbridge, witness, 3.60
G. L. Woodbridge, witness, 3.60
Josue Wilson, witness, 1.50
Chas. E. Wooden, witness, 3.10
Ella Welch, witness, 1.50
W. D. Welch, grand juror, 7.00
R. B. Wilson, grand juror, 12.80
Nelson Wiley, juror, 23.00
A. Weldner, juror, 14.40
E. S. Wilson, bailiff, 12.00
E. S. Wilson, bailiff, 6.00
E. S. Wilson, bailiff, 15.00
Total, \$1395.81

Justice Court
John Benson, witness, \$ 1.00
Wm. Carnes, witness, 1.00
J. W. Cooper, justice fees, 4.00
Dave Cotterill, witness, 3.10
W. W. Dinken, witness, 4.00
Henry G. Box, justice fees, 4.10
Rankin Estes, constable fees, 5.90
G. R. Harper, bringing prisoners to Jacksonville, 23.80
A. L. Hazelton, juror, 1.00
H. Hess, juror, 1.00
Fred Heath, juror, 1.00
Chas. Hayes, witness, 1.00
Wig Jacks, witness, 1.60
Fred Lindley, juror, 1.00
Geo. McDonough, constable fees, 6.70
J. V. McIntyre, witness, 1.00
T. Nichols, witness, 1.00
J. Pearce, witness, 1