

MEDFORD MAIL TRIBUNE

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With Medford Stop-Over

40,000 FLIES SLAIN BY SIXTH GRADE ROOSEVELT SCHOOL

The fly swatting campaign was started in earnest all over the city this week. Each school was furnished with score cards by the superintendent and the principals were urged to stir the schools into making a competitive race. The children are not required to save the flies as the school authorities deemed it dangerous to health to have them kept in jars. The parents are required to sign their children's score card vouching for the accuracy of the count. The Roosevelt school has divided its grades into teams. Some of the rooms having as high as four teams in the race. The sixth grade room has a score of 39,600 flies killed. Everett Rummel has high score with over 9000 flies killed, Art Foster second, with 7500 and James Medley third. Superintendent Collins is giving every aid to the work and personally has had score cards printed. He said, "We will do our part to make Medford a flyless town."

MILITIA HEAD ORDERED LUDLOW TENTS BURNED

TRINIDAD, Colo., May 2.—Direct charge that the Colorado National Guard officers gave the order to "clean out" the Ludlow tent colony and burn the tents was made before the coroner's jury today by J. R. McDonald, a stenographer for the military commission. The witness said the order was given by either Major Hamrock, or Captain Carson, he was uncertain which. Questioned about the capture and death of Louis Tikas, a Greek strike leader, McDonald said he heard a commotion behind the cars and was told Tikas was a prisoner and would probably be hanged. Later he met Lieutenant Linderfelt, and asked Linderfelt if Tikas was hanged. "No," he testified Linderfelt replied. "I gave instructions Tikas was not to be killed but I shouldered a rifle." The witness swore Linderfelt carried a rifle over his shoulder the stock to the rear. The autopsy showed Tikas' skull was fractured.

W. J. BURNS, DETECTIVE, ROILS GEORGIA MOB

MARIETTA, Ga., May 2.—W. J. Burns, famous detective who is the center of an angry demonstration when he came here last night presumably in connection with the investigation of the case of Leo Frank, the Atlanta factory superintendent under sentence of death for murdering 14 year old Mary Phagan. One man in the crowd surrounding Burns struck the detective in the face. Others threatened the detective with violence if he made a move to resist the mob. Detective Burns escaped to a hotel, while C. W. Burke, who accompanied him here, summoned deputy sheriffs. This was the home of the slain factory girl and many relatives still live here. The detective's assertion that Frank is innocent and James Conley, a negro factory sweeper convicted as an accessory after the murder, is alone responsible for the crime, aroused intense feeling here. Burns returned to Atlanta tonight.

GRAIN GRADE BILL DEFEATED IN SENATE

WASHINGTON, May 2.—By a vote of 37 to 20 the senate last night defeated Senator McCumber's bill providing a federal inspection and grading of grain entering the interstate commerce and designed to secure uniformity in standards and classifications.

TO SECURE RAILROADS

THE suggestion that a constitutional amendment be submitted to the people of Oregon, authorizing state and district participation in the construction of railroads, meets general approval.

There is every reason to believe that the submission of a similar amendment a few years ago caused the Hill invasion and the Harriman activity—both of which have since petered out. The realization of state and district aid would inaugurate another program of construction.

Railroads which have professed themselves unable to finance needed extensions would find the new law of material benefit, as the co-operation extended would enable the financing construction and operation of these needed lines. Where co-operation from railroads was withheld, it would permit the people themselves to secure the relief sought, and the development of the region affected.

An interesting view of the proposed amendment is expressed by Robert G. Smith of Grants Pass, who, as mayor of his home city, initiated the effort to use the city's credit to assist railroad building. Mr. Smith says in a letter to the Mail Tribune:

"Your editorial in Thursday's Mail Tribune suggests to me that the measures submitted to voters of Oregon in 1908 for amending the constitution by providing for the organization of railroad building districts, ought again to be submitted to the voters of Oregon this year, and I would like to see the Mail Tribune lead in such a movement."

"The amendments formerly submitted were defeated out of deference to Mr. J. J. Hill, who was just entering upon some railroad building in this state. I had endeavored to have such an amendment submitted by the legislatures in 1903 and 1905, but the railroads of the state controlled both those sessions. The efforts of Grants Pass to bond itself to build a railroad have been upheld by the supreme court and its success will give great impetus to such a movement.

"The law under which Grants Pass will issue bonds, which I prepared and had introduced in the legislature, passed the house with only two dissenting votes in 1913. This shows the change of sentiment in eight years.

"The Grants Pass act, however, applies only to incorporated cities and towns having over 3000 population, when the proper system would be to have the bonding district comprise a county or several counties, thereby permitting the bonds to rest upon all the territory benefited. The railroads thus built could be operated, leased or sold."

"Objections would of course be made to burdening communities with bonds, but let us not forget that the bonds of every railroad are the burden of the people served, as they pay all the interest through fares and freights, as well as dividends upon watered stock.

"The burden under municipal or county or district railroads would be no greater, and probably less. Last year the railroads in Oregon paid net profits of over six million dollars. If these were owned and operated by the state, the net profits would pay the entire cost of the state government, and provide a sinking fund of over one million dollars a year.

"The great success of the municipal street railroads in San Francisco have opened the eyes of the nation, and the public is beginning to realize that the people can engage in enterprises that will pay profits, as well as those like sewerage and police control, which are all outgo, with no revenue profits in return.

"But the greatest object is the development of a country now surrounded by the Southern Pacific on three sides, with the ocean on the other side, and no railroads leading to it. Ocean transportation is the key to Oregon's future, and against this the railroads have been fighting for half a century, and railroads to the Oregon harbors will never come by their consent, at least not till their hand is forced by the people."

Mr. Smith's suggestions are good. Medford two years ago initiated a rate bill to secure relief from the railroads and break Portland's throttling monopoly upon the traffic of the state. There is no reason why the community should not again take the lead this year in a continuation of the effort and secure relief as well as development by making possible a program of railroad construction.

This Country Owes Columbia Apology

(From the Sacramento Bee.) News comes from Washington to the effect that the senate of the United States may refuse to confirm the recently negotiated treaty with Columbia, not only because it proposes to pay that nation \$25,000,000, but because it makes an open apology to Columbia. The latter seems to be the principal reason for the objection of the senators. This payment of \$25,000,000 was to be because of land taken from Columbia without any justification or right, save the right of might, and this apology was to be as a partial amende for a very dishonorable action.

For when the United States took from Columbia the zone through which the Panama canal passes, she deliberately stole it. There is no other word to express the action. And even the man who did it—Theodore Roosevelt—can find no better excuse therefor than that it had to be done, or the construction of the Panama canal would be far, far in the future. Under these circumstances the payment of this money, with an apology, would be little enough for this nation to do as a matter of common justice and common honor. It would not be a humiliating thing, either. It would be an act of manliness and of bravery. There is nothing cowardly in a

strong nation apologizing to a weak nation whom the potent one has wronged. The act of manliness is to apologize. It is unmanly not to do so. And if the United States of America apologizes to Columbia for this theft after reimbursing her, she would not only be able to hold her hand higher among the nations of the earth, but she would be much better respected by her own citizens at home. By all means let the United States pay this money to Columbia and apologize at the same time. It is very little reparation under the circumstances.

NOTICE. Notice is hereby given that the undersigned will apply to the city council of the city of Medford, Oregon, at its next regular meeting, May 5th, 1914, for a license to sell malt, vinous and spirituous liquors at their place of business, on North Fir street, Medford, Oregon, for a period of six months.

Dated April 23, 1914.
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John A. Perl UNDERTAKER Lady Assistant 26 S. BANTLAWY Phone M. 67 and 67-33 Ambulance Service Deputy Coroner

THE NEW AMERICAN CITY

A Resume of the Recent Movement in Municipal Politics and the Salient Features of Civic Reform.

By Benj. C. Sheldon, Secretary Medford Charter Commission.

VII.—THE EFFICIENT CITY MOVEMENT.

In the mind of the average citizen the movement for municipal reform in America is confined to charter revision. While that is of prime importance and in most cities a consummation necessarily precedent to a real and permanent reform, there are collateral movements which, while not essential parts of the charter revision (commission government) movement, are almost as important. They have been introduced in some cities where the commission movement has not yet taken root, but in the main they accompany it. Of these one of the most important is commonly referred to as the "efficiency movement."

(May I digress long enough to remind the reader that the term "commission government," as I use it, and as it is generally used, includes the city manager plan; for in reality the city manager plan is simply an improved feature added to the original commission form.)

Get Things Done
The efficiency movement has addressed itself to bringing city business methods up to the level of the best private business methods, clarifying city finances, establishing accurate records of all transactions, eliminating waste, checking opportunities for dishonesty and, above all else, providing thorough publicity.

It also aims to remove city government from any position of isolation and to make it the customary and accepted agency for "getting things done." Doing things efficiently means doing them thoroughly, ignoring some of the fundamental and intimate problems of city life, constantly pressing for solution, does not in the long run make for economy nor a permanent solution. Wages, poverty, destitution, unemployment, food supply, fuel supply, are terms which used to be foreign to the vocabulary of a city government, but happily no longer. At last it is realized that community welfare is made up of the welfare of the individuals.

City Bureaus
Public-spirited citizens of New York during the six years between 1906 and 1912 contributed upwards of \$500,000 to enable the bureau of municipal research of that city to employ experts to co-operate in putting New York's city business on an efficiency basis. Similar agencies in Philadelphia, Chicago, Cincinnati, Hoboken and elsewhere have during the same time received \$300,000 from citizens for like work. Milwaukee and Boston have established official bureaus of efficiency. The president of the United States has organized an official commission on economy and efficiency; all seeking to apply the efficiency movement to governmental problems.

Commission governed cities would not be consistent without the efficiency program. Centralization of responsibility and authority is a cardinal principle in commission government. Nothing would violate this principle more than the distribution into parallel channels, among several employes, of a given technical function.

Good Charter Necessary
The efficiency movement considers the new charter (if it be a good one) as contributing the efficient machine. Efficient because it makes officials responsive to the people's will; efficient because it enables those clothed with responsibility to know exactly what they are expected to do, and the people to know whether they are doing it; efficient because it is easy to place both credit and blame; efficient because it rouses public interest in community affairs.

Charter revision usually stops with the establishment of such a machine designed for efficient work. It should not stop there. It should contain provisions that make obligatory the introduction of certain methods providing for the efficient manning and running of that machine. True, if people do not elect honest and capable men, no kind of a charter can make a good city administration, but it can help mightily both by providing methods that contribute to efficiency and by setting up alarm signals whereby the citizens generally can know how the machine is running and where it needs adjusting.

Efficient Organization
There must be an efficient organization. That follows close after the efficient charter. An efficient organization places the right men in the right places, arranges work in proper classifications; makes clear individual responsibility and tasks;

brings detached bureaus for auditing, etc., together under one control.

Efficiency of personnel is important—in other words, a specially trained, skillfully directed and permanently employed corps of city workers to man the organization and to devise, supervise and use methods that will give a broad, efficient program of service to the citizens of the city.

Accounts, Reports
Accounting and reporting methods are of first importance. They must be complete; they must be systematic; they must be on a plan making them easily understood, for the citizen must judge officials by results and he cannot judge them without a full understanding of the facts. The alert citizen wants to know whether a service is well done and what it costs.

Budget, Purchasing Agent
Budget-making should be provided. Officers can bring themselves and the people into close relations by calling in general advice and help in the making of a budget and then confining themselves strictly to it. Its great benefit is to provide for a general, well considered, well balanced plan of action. It minimizes logging and trading.

There should be a business-like central purchasing agency to buy all supplies required by the city government, at the lowest price possible considering the quality and grade of the supplies required. Also proper storage regulations. Furthermore, every officer should maintain an accurate list of all city property in his care, and the disposition of each item of the same.

Publicity
The efficiency movement requires ample publicity. Nothing less can be made to do. The publication of the facts, in an easily understood manner, is the surest way to enable citizens to keep close control over public affairs. Records must be kept in a manner designed for a prompt transfer of the same, at any time, to reports that are self-explanatory.

It often happens that the most costly inefficiency is not extravagance or waste in doing work, but failure to so plan the work that it will properly meet the community's needs. If city affairs are misdirected it is poor satisfaction to the taxpayer to know that each employe is giving a full day's work, that supplies are purchased at a reasonable price and that there is no graft.

One of the greatest causes of waste and inefficiency is the lack of far-sighted plans for the city's growth. Lack of city planning or poor planning are costing American cities much more in the long run than graft and poorly qualified officials. German cities are setting us a wonderful example in that regard.

A charter should not be burdened with the details of these efficiency requirements. They are usually left to an administrative code. But the charter should provide that such a code must be adopted, and should specify some of the salient requirements for efficiency which such code should contain.

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		18
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