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With Medford Stop-Over

BUSINESS BOLTS TO WATCH CIRCUS AND BUFFALO BILL

Business adjourned this morning while the Sells-Floto circus parade passed by, with blare of trumpets, and the snort of elephants.

The parade is headed by Buffalo Bill, driving a beautiful pair of black spotted horses. Close to Buffalo Bill were a number of citizens wearing a western atmosphere, and a peculiar style of western whiskers.

A squad of Indians bring up the rear, and the march of progress is shown by a delegation of fat squaws industriously chewing gum.

A brigade of cowboys, with only one who looks like a cowboy also ride near the tail end of the line of march.

The parade is headed by Buffalo Bill, driving a beautiful pair of black spotted horses. Close to Buffalo Bill were a number of citizens wearing a western atmosphere, and a peculiar style of western whiskers.

From their street parade the Sells-Floto circus is clean, the trappings look neat, and strange as it may seem, none of the musicians found time to make eyes at the crowd from their lofty perch.

The day is ideal for a circus, and at noon a steady stream of people were making their way to the grounds. Scores of people drove in from the country, and orchard and farm work is suspended.

ROSEBURG TO VOTE \$300,000 RAIL BONDS

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HUNGER STRIKE FREES MILITANT SUFFRAGETTE

LONDON, May 11.—Mrs. Mary Wood, the militant suffragette who on May 4 mutilated Sergeant's portrait of Henry James in the Royal Academy, was released temporarily from prison today.

Mr. Phi Cleary. Are home-made and will please most particular smokers.

PROGRESS MADE ON CALIFORNIA HIGHWAYS DURING PRESENT YEAR

About Half of the \$18,000,000 Road Bonds Subscribed, Insuring Many Miles of Permanent Highways—Lateral Highways Being Constructed by Counties.

What progress are they making with the highway in California? The following interesting data was reported by George E. Boos, secretary of the Pacific Coast Good Roads Association.

I found that road building, that is the California Highways, is the main topic in California; it is more topical than actual construction, but not the fault of the Highway Commissioners, neither the contractors.

California is handicapped by a faulty highway act, which was enacted by the legislature of 1910, whereby the state was authorized to incur an indebtedness of \$18,000,000 for the construction of a system of highways.

For the purpose of providing for the payment of the cost of this construction, 18,000 bonds in denomination of one thousand dollars each, bearing the date of July, 1911 were issued, of which the first four hundred shall be payable in 1917, and four hundred of said bonds in consecutive numerical order shall be due and paid in each year, closing in 1951.

These bonds so issued, shall bear interest at the rate of four per cent and shall not be sold at less than par, and this is the handicap. Only small blocks of bonds were taken by local investors, and by the more prosperous counties, up to March 1, 1913, only 2000 of these bonds had been sold, realizing the sum of \$2,000,000, of which over one million had been expended for surveys, construction, overhead expense, and equipment.

The counties through which the highway is contemplated are now being prevailed upon to purchase these four per cent bonds for the construction of the highways, in their counties. Many of the counties have and will purchase the bonds and stand the loss of the difference of the interest.

In many of the counties the purchase of these bonds by the counties, is left to the vote of the people, by this means up to this date, I am informed about \$5,000,000 are available, and a greater progress is looked for.

Are the counties individually doing road construction? Yes, many counties are constructing laterals to and from the proposed highways. This is also brought about by the vote of the people, under the Savage Act, which enables counties to incur an indebtedness for lateral roads.

What type of road are they building? Many types, depending on location and traffic requirements. Most of the money spent will go for grading and macadamizing the county roads.

In the more populated counties near the larger cities, laterals are being constructed of a higher type than the main highway and will be from 15 to 30 feet wide, but I am informed that the majority of the laterals will be macadam well rolled.

What type of road would you recommend for Oregon highways? That is a hard question to answer. Climate, soil, and other natural conditions have much to do for successful road construction, and these conditions must be determined by the Highway Engineer.

California has for their highway system six different types of roads, averaging in cost from four to fifteen thousand dollars per mile. In some of the Bay counties the cost will be still greater. The average width will be fifteen feet hard surface and four feet shoulder on both sides of macadam or gravel; where heavy grading is necessary the cost per mile will be accordingly increased.

Of the six types of roads in California, the oil macadam and oiled concrete will predominate. The road consists of a four to five inch oil macadam base with one inch of asphalt top, in some cases only a half inch, and less cushion is spread on the base.

The California Highway system will include many miles of roads of a gravel base, with a macadam surface. This type of road depending on grading, locality, etc., is constructed for one-half inch less the cost of the oiled concrete roads.

The California Commission with its \$18,000,000 calculated to construct 1800 miles of trunk line and 900 miles of laterals, to cover the selection system as defined by the State Highway Act, but by experience they have learned that a highway, such as is desired by the people, cannot be constructed for the price, as originally calculated and the system of 2700 miles, which was to be constructed with the \$18,000,000 will likely be reduced to 650 miles of trunk line and 900 miles of laterals.

The cost of administration, surveys and engineering costs from ten to fifteen per cent; this will reduce the original amount almost two million dollars, leaving but \$16,000,000 for actual road construction. As originally planned, the 900 miles of laterals will be constructed and the reduction of mileage will be taken from the trunk lines. This is as it should be.

The Pacific Coast Good Roads Association's primal object is to bring about the construction of lateral roads to the market, the cities and towns, consequently, we of our association encourage the commission for doing this wise act.

We could go farther. Since there is no possibility of completing the highways in the three coast states by 1915, the year of the Panama Pacific Exposition, when the largest travel perhaps for years is expected, we deem it advisable that for the present only the roads which are impassable, or such stretches of roads, which are bad, should be constructed, (not repaired), but constructed of the regulation width and of such material and type which will be selected for the ultimate highway system.

Has your association been instrumental in the lateral road building in the counties you visited? Yes, very much so, as I have stated in a previous article, I visited sixty-two localities in California alone, in every one of these localities, construction of better roads was the main topic, by our campaign we concentrated and crystallized better road sentiments among the people.

We found the majority of the people are willing to pay the special road bond tax, but there are many who are opposed to progress and enterprise. This class is found in every community; they must be educated and convinced that good roads are as essential as good schools, and that every mile of lateral road built to the highway, market, or city, enhances their property from 20 to 50 per cent. Their cry is high taxes.

For illustration, a fruit grower near Marysville in Sutter County has ten acres fronting on the highway. This land was valued and purchased by him in 1909 for \$4000. He complained that his taxes had increased almost fifty per cent in four years. I asked him what that increase on the valuation of the land in 1909, or of the present time.—If so I agreed it was exorbitant. I asked him "Would you sell the place?" "Yes," he replied. "If I can get my price for it." After some dickering, he offered the place for \$9100 net, stating "It is on the highway." And that it was worth the price, and I believe it was a reasonable price.

I finally convinced him that the increase of taxes was largely due to the enhancement of his property by the exterior improvement, and that today he is paying on a valuation of ten thousand dollars, an increase of one hundred per cent, with only fifty per cent increase in taxes, all due to good roads. He finally agreed with me that better roads make values and better communities, and so there are many cases which must be brought to light.

What provisions are made for maintaining the highways? For maintaining the highway, the state of California has an automobile license which brings in over one million dollars annually; the lowest license fee for autos is \$10, and as high as 20, five-sixths of the revenue is for repair and maintenance of the highway, one-half of the revenue goes to the county, where the auto is registered from.

I will shortly start out for a membership campaign in Oregon, and Washington. We want three thousand good road boosters by the date of the Second Annual Meeting held at Medford on July 17-18 1914.

Will the Pacific Highway Association meet with your association jointly in Medford? NO, I am advised by the executive Secretary, Mr. H. L. Bowley that this association, in the opinion of its officers, will skip the 1914 convention and hold its 1915 convention in San Francisco during the Exposition.

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 June 2nd, 1914, for a license to sell spirituous vinous and malt liquors in quantities less than a gallon, at their place of business on South Fir street, located at lots 10, 11 and 12, block 45, of the original townsite, in said city, for a period of six months.

HOTEL MOORE. Date of first publication, May 20th, 1914.

MEDFORD WINS FROM GOLD HILL AND LEADS LEAGUE

R. R. V. League Standings
Medford 3 1 2.50
Talent 2 2 2.00
Grants Pass 2 2 2.00
Gold Hill 1 3 2.50

Yesterday's Results
Medford, 9; Gold Hill, 8.
Grants Pass, 18; Talent, 2.

By winning from Gold Hill, while Talent was losing to Grants Pass, Medford stepped into the lead in the Rogue River Valley league. Gold Hill turned out en masse to see their team lose, 9 to 8, in a close and exciting game. Castor pitched for Medford and Seldon Hill caught. About 100 fans from Medford attended, going on the special train.

Slaughter at Pass
The saddest thing that occurred to Talent aspirations in many a day came when Grants Pass defeated their team 18 to 2 in a wild and woolly and lopsided game before a good crowd. The game was one of the freaks that come into the game, and when Talent started to toboggan they couldn't stop. Grants Pass hit long and hard.

Table Rock B. Modoc 7
The Modoc team and the Table Rock team met Sunday, playing a hotly contested game which lasted for eleven innings, the score being 7 to 8 in favor of the Table Rockers. Pitcher Lester had a touch of his old-time speed and struck out seventeen men. A good crowd was present and expressed themselves as being highly pleased with the game.

MADDEN'S STATEMENT
In view of the articles published in the Medford Sun, May 8, headed, "Who Pays for the Beer?" and the one in the Medford Mail Tribune of the same date, headed, "Madden Responsible for Increase in County Expenses," I feel that a statement of facts from me is essential that the people may understand the situation fully.

I was not consulted in regard to the article in the Sun and had no knowledge of it prior to its publication. The facts in the case so far as I am concerned, are as follows:

If Inspector is Competent
I did ask the county court on behalf of the orchardists to appoint the additional inspectors with the understanding that the number should be reduced, when the blight conditions should warrant, and I am in favor of having at all times as many inspectors as we may need to keep the blight under control.

Regarding the compensation of the inspectors, their pay is fixed by the state law, which says that they shall receive \$3 per day for each day's work and their actual and necessary expenses. I did ask the county court to give the chief inspector who has the charge and direction of all the inspectors \$1 per day additional, for if competent and efficient to direct all the inspectors he is, in my opinion, entitled to it.

Court Payments Illegal
I did not have anything to do with making a fixed allowance of three dollars per day for expenses to each inspector, however, but have always been opposed to it, and have frequently criticized this action long before I became a candidate for election. Professor O'Gara in a letter to the blight committee complained of this method of payment to inspectors for expenses, and called attention to its illegality, and many of the leading citizens and taxpayers of this valley have not hesitated to disagree with the court on this matter.

No Mud-Slinging
In my campaign for the office of county commissioner I have not criticized the personnel of the county court. I have not made any statement that in any way may reflect on the honor and integrity of any of its members.

I have not hesitated to disagree with their judgment on some things, and I have done so openly and frankly. I do not resort to gunshoe or pussy-foot methods, but come out in the open and take full responsibility for what I say. And in this connection, so there may be no misunderstanding, I will state that while decidedly in favor of all the inspectors that are needed for the proper protection of our orchards, I am not satisfied with the efficiency of some of the present fruit inspectors, nor

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their management and direction. And if elected I will use my best endeavors to have such changes made as will bring this force up to a standard of efficiency. And I will also be in favor of allowing them only their actual and necessary expenses as provided by law. (Signed) FRANK H. MADDEN. (Paid Advertisement.)



GUS C. MOSER
REPUBLICAN PRIMARIES MAY 15
He voted against the new tax law and stands for reduction of taxes, payable semi-annually, without penalty. Economy, efficiency—dignified law enforcement. Fewer tax-excessing commissions and reduced expenses in each department of the state.

TO THE HOLDERS OF FIRST MORTGAGE 6% SINKING FUND GOLD BONDS OF THE PACIFIC & EASTERN RAILWAY, DUE JUNE 1, 1917:

The undersigned, Trustee under the mortgage above referred to, desires under authority of said mortgage to expend the sum of Fifty-nine Thousand eight hundred thirty-four dollars and twenty-nine cents (\$59,834.29) in the purchase of bonds of said issue, provided such purchase can, in its opinion, be now made advantageously.

Sealed offers of said bonds may be sent to the office of the undersigned, at 60 Broadway, New York City, on or before June 3, 1914, at 12:00 o'clock noon.

COLUMBIA KNICKERBOCKER TRUST CO., Successor Trustee. By GEORGE E. WARREN, Trust Officer. Dated New York, May 4, 1914.

EARHART OLD JACKSON RESIDENT
A. K. Earhart, candidate for the republican nomination for sheriff in line of residence in Jackson county, is the oldest man on the ticket. He came to Jackson county in 1856—or twenty-eight years ago—coming from Pennsylvania with his father, the late Samuel Earhart. He is the oldest of eight brothers and sisters all of whom were educated in the public schools of Medford. The greater portion of his life has been spent in Jackson county, helping to develop the Earhart farm just south of Medford and one of the best known places in the valley.

For the past six years Mr. Earhart has lived at Rogue River, where he owns the Alceve Fruit and Dairy Farm. He has always voted the republican ticket but has never before sought any kind of office.

Mr. Earhart has always borne an excellent reputation among his friends and acquaintances and there is but little doubt but what they will rally to his support at the polls in a most gratifying manner. He has prepared the following statement for his platform—making promises to do only his duty at all times:

"If I am nominated and elected I will take my oath of office to mean a complete and effective enforcement of the law. I will use strict economy in the conduct of my office. I will at all times be prompt in serving official papers and I will have no interests to serve but the people's."

"A. K. EARHART, Rogue River, Ore." (Paid Adv.)

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HOLLISTER A LIVE WIRE

(From "The Sun" Marshfield, Oregon, April 30, 1914)
Frederick Hollister, of North Bend, is closing one of the most brilliant campaigns ever put up in this district by a democrat for the congressional nomination. Hollister was never known to do things by halves, and in this like all of his undertakings, he has applied that indomitable energy that has won for him such distinguished success in the legal line and the business world. He has conducted a clean campaign and if echoes from the press and street talk can be taken as indicating a popular favorite, Hollister will land the nomination in a walk. This section has long been neglected, even when considering congressional candidates, and Mr. Hollister is the first man that ever entered the race from Coos. It is not strange that this locality, irrespective of party

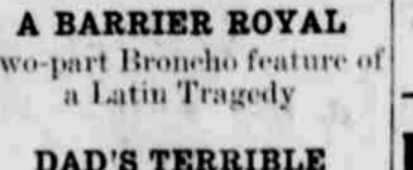
predictions, take an interest and a pardonable pride in Mr. Hollister's candidacy. Few people are better known in Coos than Fred Hollister, and wherever he has traveled in the outside counties embraced in this district he has met with enthusiastic encouragement. That Hollister has made a success of his own affairs and is one of Coos county's foremost and most prominent business men, should give the democrats full assurance that they are voting for a man of sufficient caliber to handle the affairs of this district in congress. Fred Hollister is a full-fledged progressive; one of the kind that never gives up; he has a superabundance of grit, stick-to-itiveness, in fact his general make-up is energy, personified. Any one that knows Fred knows that he has the essentials which most fittingly equip him for the position to which he aspires. (Paid Adv.)

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