

HOLLISTER MAKES HARD CAMPAIGN FOR CONGRESS

Democratic Nominee in First District Here at Tri-State Good Roads Convention—Will Carry Issues Direct to Voters—Discusses State's Needs—Believes This Section Not Properly Represented.

Among the delegates to the Tri-State Good Roads meeting is Frederick Hollister of North Bend, Coos county, democratic nominee for congress. After a careful study of the situation, Mr. Hollister has determined to make a strenuous campaign for election. He is confident of carrying the coast counties by approximately 10,000 over Hawley and believes that he has more than a fighting chance of success. He intends to give every voter in the district an opportunity to know his views on the important questions affecting the interests of the people he would serve in the national house of representatives.

"No stone will be left unturned that would promote Mr. Hollister's campaign along clean lines," declared Hugh McLain of Marshfield, member of the Democratic state central committee, who is also here attending the roads meeting. "We think that Congressman Hawley is entirely out of touch with the times and the interests of his district. He ought to be supplanted by a man who knows the needs of Oregon and will have ability to do his share of service to the state."

Mr. Hollister is a banker and a lawyer, and has "made good," as everything he has taken hold of, says Mr. McLain. He organized the First National bank at North Bend and later organized a bank at Florence. He has never been particularly active in politics, but Mr. McLain says he is energetic and a live campaigner. In an interview Mr. Hollister presented his views as follows:

"My campaign will be conducted along the needs and requirements of Oregon, and what she has not received in the past.

"Primarily, the fact is that the United States government owns 13,161,381 acres of land in this state which is practically withheld from settlement and pays no burden of taxation, either direct or special; receives the benefit of all improvements and stands none of the taxes which makes the appreciation of the property.

"Further, the United States government owns, from their own figures, \$400,000,000 in value of standing timber; in fact, it has here one-tenth of all the standing timber in the United States.

Much Paid in Taxes

"It is true that during the past 20 years the people of Oregon, by the expenditure of money raised by taxation on their holdings, have made the United States government \$200,000,000 of money in appreciated valuation of governmental holdings.

"It is certain also that the people of this state are paying about \$18,400,000 a year in taxes.

"On top of this it is indisputable that in all time the government has spent for harbor improvement on the coast of Oregon—the sum of \$17,472,819, and of this sum \$14,601,557 has been spent on the Columbia—(I do not contend that the Columbia has received too much. Far from it. But that the rest of the coast has received too little).

"Also it is a fact that a large proportion of the timber belonging to the government is ripe and is wasting at the rate of about one per cent a year. In other words, it should be marketed and ownership is losing to the extent of from \$2,000,000 to \$3,000,000 yearly by this waste.

"It is patent that, if this timber was marketed, the enormous sum of about \$4,000,000,000 outside money would be poured into this state from the direct handling of this timber alone. This is based on a valuation of \$10 a thousand for the manufactured product.

Oregon Should Get It

"It is certain, too, that there is only one forest port on the Pacific (north) coast, that of Puget sound—that is capable of handling the traffic that will go through the Panama canal.

"It is a fact that during the past few years the state of Idaho has received practically \$25,000,000 from the reclamation fund—a large percentage of this amount should have been spent in Oregon.

"From these facts I deduce the following:

"That the United States, after excluding Multnomah county, owns in Oregon in value as much as the entire assessed value of this state.

"That practically one-half of this state bears the burden of the whole state—and that the taxes paid by

one-half of the property is and has been for years used to appreciate the value of the remaining half.

"That if this 13,000,000 acres of land were open for settlement it would materially increase the population of Oregon and also would give to us almost twice the taxable property.

"That, if the government would make appropriations commensurate with the value of their holdings and rateable with the improvement and appreciation of the value of their property, which is made so by the taxes of the people, the amount of yearly appropriation from the government for improvement purposes within this state should be in the neighborhood of from \$12,000,000 to \$15,000,000 yearly. This amount, exclusive of the immediate and complete improvement of the United States harbors along this coast.

Timber Is Abundant

"Take, for example Coos Bay. The government project is for eighteen feet, and our appropriation this year is the magnificent sum of \$50,000. Think of it! This is the only harbor of refuge between the Puget sound and San Francisco bay. Here we have 400 square miles of good steam coal; we have countless millions feet of the best timber known to commerce; we have the biggest and best mill in the country and we are the heaviest lumber shipping port on this coast. The United States, aside from the question of making this a safe port of refuge, and incidentally the saving of human lives, owns immense timber tracts directly tributary to this harbor. Is there any reason why this port should not be improved to such an extent that we can partake of the coming commerce of the world with the aid of the big canal?"

"Is there any reason why the government should not improve all of her harbors on this coast of Oregon?"

Must Get Its Share

"Is there any reason why the owner of one-half in value of this state should partake of all benefits and not pay its equitable proportion based on the value of its properties and the proportion of benefit such improvement renders?"

"Is there any good and sufficient reason why Oregon should not receive its proper proportion from the reclamation fund to aid in irrigation projects? Why this owner of one-half of our domain should not be compelled to build good roads and available waterways, and while partaking of all benefits, suffer its moiety of the cost?"

"The eastern states have exhausted their government resources on improvements within the different commonwealths.

"Is there any reason why Oregon and the pioneers of this wonderful state should not reap the benefit of what belongs to them?"

"Is there any reason why we should be compelled to pay \$20,000,000 in yearly taxation and at the same time the same amount of property upon which this tax is assessed should pay nothing?"

"Is there any reason why we should be compelled to additionally tax ourselves to improve government property, i. e., government harbors?"

Question is Vital

"It seems in Oregon to be the eternal question mark.

"If it is impossible to get that appropriation which belongs to us along all lines, I would suggest that we demand that which belongs to us; that we demand that the United States government cede to us this government property in Oregon and that this \$100,000,000 in timber valuation be expended in building good roads, irrigation projects, waterways and harbors such that we can demand the commerce of the world.

"If we would open this 13,000,000 acres for settlement we would people its hills and valleys with thousands of happy, prosperous and contented homes; we would double our population and would more than double our taxable property and, at the same time, diminish by more than one-half our rate of taxation.

Time Has Come

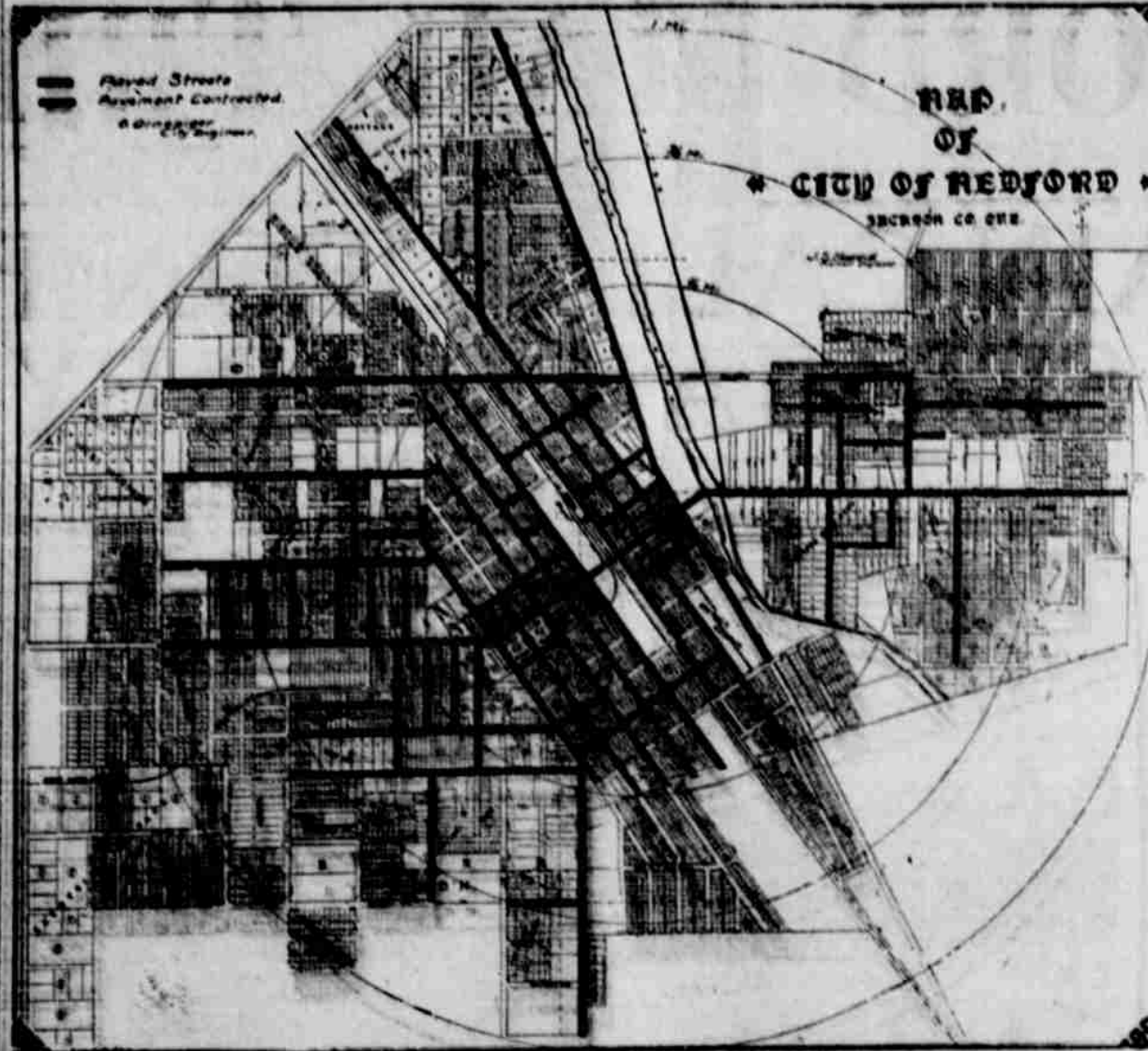
"We would build so that our children would point with pride to the work of their fathers and would conserve the assets of Oregon for Oregonians.

"I believe that the time has arrived when we need something else than professional politics in the halls of power. We need a common sense, hard-headed business man, who, by location, education and environment, knows and appreciates the needs and requirements of this state (and it is the best state that God in his wisdom built), and who will work singleheartedly for a bigger, better, more prosperous Oregon."

Russian Minister THINKS WAR CERTAIN

WASHINGTON, July 27.—The gravity of the European situation was reflected in an official dispatch from St. Petersburg today, saying the Russian minister of war had said he considered war between Russia and Austria almost inevitable.

MEDFORD, WITH 20 MILES, IS BEST PAVED CITY IN THE WORLD FOR ITS SIZE



	Sq. Yards	Miles	Cost
Bitulithic	22,175.41	0.33	\$142,916.08
Asphalt	320,043.42	16.61	\$59,856.54
Oil Macadam	10,292.13	.69	19,157.84
Cement Brickolithic	3,834.00	.22	8,625.00
	386,344.96	19.85	\$920,565.46

AGRICULTURAL OUTPUT DEPENDS ON GOOD ROADS

WASHINGTON, D. C., July 27.—That an improved road will increase vastly the productiveness of the area through which it runs has now been satisfactorily demonstrated by studies conducted by the United States department of agriculture in Virginia. Conditions in Spotsylvania county were investigated with particular care and the results have proved surprising. In 1909 the county voted \$100,000 to improve forty miles of roads. Two years after the completion of this work the railroad took away in twelve months from Fredericksburg, the county seat, 71,000 tons of agricultural and forest products hauled over the highways to that town. Before the improvement of the roads this total was only 49,000 tons annually; in other words, the quantity of the county's produce had risen more than 45 per cent. Still more interesting, however, is the increase shown in the quantity of the dairy products. In 1909 these amounted to 114,815 pounds, in 1911 to 273,028 pounds, an increase of practically 140 per cent in two years. In the same time shipments of wheat had increased 59 per cent, tobacco 31 per cent and lumber and other forest products 48 per cent.

In addition to this increase in quantity, the cost of hauling each ton of produce was materially reduced. In other words, the farmers not only produce more, but produce more cheaply, for the cost of transportation to market is of course an important factor in the cost of production. From this point of view it is estimated that the \$100,000 spent in improving the roads in Spotsylvania county saved the farmers of that county \$41,000 a year.

In the past two years the traffic studies of the federal experts show that approximately an average of 65,000 tons of outgoing products were hauled over the improved roads in the county an average distance of eight miles, or a total of 520,000 "ton miles." Before the roads were improved it was estimated that the average cost of hauling was 20 cents a "ton mile"; after the improvement this fell to 12 cents a "ton mile," or a saving of 8 cents. A saving of 8 cents per mile on 520,000 "ton miles" is \$41,600 a year. The county's investment of \$100,000, in other words, returns a dividend of 40 per cent annually.

TRIXIE FRIGANZA FILES SUIT FOR A DIVORCE

CHICAGO, July 27.—Suit for divorce was filed today by Mrs. Trixie Goettler, known on the stage as "Trixie Friganza," against Charles A. Goettler, charging cruelty and non-support. She alleges that he refused to work and that she has been compelled to work every day for her own support and to contribute toward his. She asserts she has been forced to pay large sums of money in settlement of debts contracted by him.

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PARSONS BOOSTS SKOOKUM BRAND OF NORTHWEST APPLES

PORTLAND, July 27.—Reginald H. Parsons, owner of the Hillcrest orchards in the Rogue river valley, and president of the Northwestern Fruit Exchange, one of the most prominent apple men in the northwest, feels that the branded apple under community arrangement to be the logical solution of marketing of standard grades. A trade name, well established in the minds of consumers and dealers, fixes a personality which carries weight of honesty.

Mr. Parsons says: "It has always seemed to me that the 'Skookum' brand is merely a logical step forward in putting before the consuming public or civilized world a definitely marked and packed product, bearing a standard for excellence in every particular, and by the use of different varieties derive the benefit of great publicity on the part of the producer and a longer consuming period by the buying public. We growers in the association fully believe in the advantages of discarding individual or independent brands and having a single brand of the association, for the reason that in this way competition of a multifarious number of individual brands is done away with to a considerable extent, and by having a greater quantity and greater varieties of fruit, the brand can receive a wider distribution.

"The 'Skookum' label idea is simply another step along these lines where different associations can combine and get more money for advertising and receive a wider distribution for the products of the country in which they are all joint producers. If, in the judgment of good growers, they can give up their pride in their own individual brand why cannot they give up their pride in their own local brand and get the benefit of co-operation of other growers in furnishing funds for better advertising and distribution of their wares, competing as we all do in the markets of the world, and achieve our purpose by this means at far less expense and with greater results to ourselves?"

SEEKING A GOAT FOR DUBLIN RIOT OVER HOME RULE

LONDON, July 27.—Premier Asquith, who heard of the fighting in Dublin, proceeded to London from his country home by motor car and arrived here early today. As the premier is also secretary of war, he immediately took charge of affairs at the war office.

Information as to the "shocking occurrence in Dublin yesterday," as John E. Redmond, the Irish Nationalist leader, put it, was demanded immediately after the opening of the session of the House of Commons today. Mr. Redmond was so dissatisfied with the meager information given him that he moved the adjournment of the house in order to debate the matter.

Augustine Birrell, chief secretary for Ireland, threw the blame for yesterday's conflict between the troops and the public on the assistant police commissioner, who, he said, had re-

Purifies Blood With Telling Effect

Gives Conscious Evidence of Its Direct Action.

S. S. S., the famous blood purifier, almost talks as it sweeps its way through the circulation. Its action is so direct that very often in some forms of skin affliction the appearance of the eruptions changes overnight, the itch and redness are gone and recovery begins immediately.

As a matter of fact, there is one ingredient in S. S. S. which serves the active purpose of stimulating each cellular part of the body to the healthy and judicious selection of its own essential nutriment. That is why it regenerates the blood supply; why it has such a tremendous influence in overcoming eczema, rash, pimples, and all skin afflictions.

And in regenerating the tissues S. S. S. has a rapid and positive antidotal effect upon all those irritating influences that cause rheumatism, sore throat, weak eyes, loss of weight, thin, pale cheeks, and that weariness of muscle and nerve that is generally experienced as spring fever. Get a bottle of S. S. S. at any drug store, and in a few days you will not only feel bright and energetic, but you will be the picture of new life. S. S. S. is prepared only in the laboratory of The Swift Specific Co., 534 Swift Bldg., Atlanta, Ga., who maintain a very efficient Medical Department, where all who have any blood disorder of a stubborn nature may write freely for advice and a special book of instruction. S. S. S. is sold everywhere by drug stores, department and general stores, but beware of all substitutes. Do not accept them.

WOOD, SHINGLES, SHAKES

Leave your orders at the East Side Wood Yard for the winter's supply at reduced prices. Delivered any time.

G. FANKE
511 East Main Street

quisitioned the military entirely on his own responsibility. The official consequently had been suspended while an inquiry was made.

The Nationalist members shouted: "He ought to be hanged." The matter will be debated to-night in the house.

WE LIKE TO FIT TO FIT THE HARD

Kamp Tramps
Are the most comfortable outing shoe for your vacation. To walk in a pair is to walk on air. They are made of soft Russian calf, uppers with rubber soles and heels.

\$3, \$3.50 and \$4
Behling's "Good Fit" Shoe Store

The East Side Dairy

Has purchased W. Muller's Jersey herd and route and has added it to the dairy. They have also made improvements in the dairy barn, added a new cooling and airator machine, put in a Kewanee water system and are now better prepared than ever to handle their increasing business.

WE GUARANTEE OUR CREAM TO WHIP

Auto and wagon delivery to all parts of city, morning and evening.

Reynolds & Stevens, Props.

Dairy at Ross Lane. Phone 241-J1

ANNOUNCEMENT

THE Interurban Autocar Co.

Will place in operation in the near future a line of passenger autocars between Medford, Ashland, Talent, Phoenix and Central Point. These cars will be of the highest grade obtainable, luxuriously furnished, "pay-as-you-enter" type, and will seat from 22 to 32 passengers each. For cold weather closed ears artificially heated will be provided. If traffic justifies, trips will be made as often at least as once an hour in each direction from early morning until late in the evening. Fast time will be made and it will be the aim of the company to provide as comfortable, frequent, rapid and economical service as could be expected of an electric railway. Cars will stop on signal at any point along the route.

The first car is now being completed in Portland and will be placed in operation between Medford and Central Point about August 15. The service will be extended to Phoenix, Talent and Ashland immediately following the completion of the hard-surfacing of the Pacific highway.

The policy of this company will be to win the good will of the public by giving dependable, efficient and courteous service.

\$17.00 MEDFORD TO San Francisco and Return

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Via the SOUTHERN PACIFIC

The Exposition Line 1915
Friday, July 31st

Sale Dates and Limit.
Tickets will be on sale at all stations July 31st only and will be good for return on or before August 10th.

A new pamphlet issued by the Southern Pacific, entitled "Seven Months Before," is just off the press and tells of the wonderful progress already made in the Exposition.
Call on any agent for pamphlet, tickets, reservations, etc.
JOHN M. SCOTT, General Passenger Agent, Portland, Ore.