

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 Southern Oregonian, The Ashland Tribune, Office Mail Tribune Building, 25-27-29 North 21st street, telephone 12.

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, \$2.00; One month, by mail, \$0.20; Per month, delivered by carrier in Medford, Jacksonville and Central Point, \$0.15.

With Medford Stop-Over

REBELS UNREADY TO STOP FIGHTING

VERA CRUZ, July 27.—Reports from various points along the rail-road from Vera Cruz to Mexico City indicate that the constitutionalists are not ready to cease fighting.

BELGIUM ORDERS ARMY MOBILIZED

BRUSSELS, July 27.—Partial mobilization of the Belgian army was ordered today raising the total of the active force to 100,000 men.

NEWS FROM THE MEDFORD DRAMA LEAGUE

A New Star Introduced: After the initial performance of "Omar, the Tentmaker," in San Francisco (booked for Medford August 1st through the auspices of the Drama League) a prominent critic said: "vastly important in the evening's triumph was the introduction of a new star in the person of Guy Bates Post."

Two new books have been added to the Drama League shelf in the public library this week: "Studies in Stage Craft," by Clayton Hamilton, a very attractive presentation of modern drama problems, containing chapters on the moving picture, Drama League work, and a most discriminating final chapter on the qualifications of a dramatic critic.

A GOOD ROADS GREETING

MEDFORD extends to the good roads advocates of three states now in session here the best possible greeting for good roads boosters—paved streets and highways.

With twenty miles of hard-surfaced streets completed in the city and fifty miles of paved county highway in process of completion in the county, connecting Oregon with California on the south by means of a scenic highway of easy grades, a program of actual accomplishment is set before the city's guests unequalled by any community of the three states.

Jackson county leads the counties of Oregon in road building. It was the first county to vote highway bonds and the first to begin actual construction of state superintended highways.

The main trunk line of the county, the Pacific highway, will be paved from border to border with hard-surface pavement. Several hundred miles of the county's thousand miles of roads are macadamized.

The program of road improvement has been an extensive one, and as yet is only partially completed. It has been necessitated by the condition of highways in winter and made possible by the progressive quality of the citizenship.

No part of the world exceeds southern Oregon in natural beauty and picturesque scenery. This portion of the state will be made the Mecca for countless thousands of tourists—and good roads are the means to the end.

Southern Oregon realizes the part of good roads in development knowing that good roads not only attract the tourist, but add to the profit and increase the charm of country life to the residents.

In brief, good roads go a long way toward making life worth while—so southern Oregon, determined to get the most out of life, insists on having them.

Canal to Develop Central America

WASHINGTON, July 27.—The probable beneficial effect of the Panama canal on the countries of the Caribbean is told by Wm. J. Showalter in a communication to the National Geographic society, at Washington, D. C.

It would require six Salvadorans to make one Honduras, and yet Salvador has three times as much population and three times as much foreign commerce as Honduras, he says.

"Little Porto Rico is so small that it could be buried in a single Central American lake; it would take 57 islands of its size to equal Central America together."

increased sixfold. The wages of the laboring class has multiplied threefold. Porto Rico's prosperity is seen in the sugar fields, where four tons of sugar are produced where one was a dozen years ago, and where the Porto Rican people receive \$6 for exported sugar where they received \$1 only a dozen years before.

Similar comparisons are made between Cuba and the six republics. With an area one-third as great, its foreign commerce is three times that of the six.

"With vast deposits of minerals, untold thousands of acres of the finest tropical fruit and vegetable lands in the world, and vast areas of magnificent grazing and coffee lands, Honduras is at our very doors. It is 700 miles nearer to Chicago than that city is from San Francisco; it is closer to Washington than Denver is; it is farther from New Orleans to Chicago than it is from Puerto Barrios to New York."

Uruguay and the Meat Problem

With Porterhouse steak at 50 cents a pound retail as an imminent fact, the beef-eaters of the world are getting somewhat worried, especially those who happen to be domiciled in the United States.

plentiful that it was something of a nuisance evidently. Of course that day has passed, but they still have cattle enough down there to convert some 700,000 head into 113,000,000 pounds of jerked beef in one year.

Again there are many thousands of Uruguayan cattle annually converted into extract of beef. Perhaps but few people know that the first great factory for the production of beef extract known to the world was established at Fray Bentos, a little city on the Uruguay river about 100 miles above Buenos Aires.

SAM HILL TELLS WHY HE FAVORS INTERIOR HIGHWAY

Samuel Hill has written the following letter to George E. Boos in regard to the current report that he is boosting the Central Oregon route to California instead of the Pacific highway.

Portland Ore., July 21, 1914. George E. Boos, Secretary Tri-State Good Roads Association, Medford, Oregon.

Dear Sir: The enclosed clipping has just been called to my attention, and I am afraid that many people do not understand my attitude on the road question. My interest is in every road built from British Columbia, through Oregon to California, and when we fail in one place we work in another.

The people must understand, however, that no set, or faction, or locality can stop or monopolize this movement, and where one community does not want to come through it is incumbent on us to see the people are served in the next best way.

Being satisfied that the Willamette valley does not want good roads as a whole, it was incumbent on us to further the development of the state on other lines, and waiting for the time to come when the Willamette valley should see the error of their ways.

There will be a highway opened up in 1915 from the Pacific Ocean to Portland along the south bank of the Columbia river, thence there should be a highway through The Dalles and Biggs, thence through Prineville and Lakeview to California.

We do not determine where the roads should be placed; God did that when he made the country, and there is never any escape from it.

I spent 11 hours in an automobile and paid for seven tires to ride through the Cow Creek Canyon on the line designated as the Pacific Highway, and I am not going to do it again. I am very plain about these things; what I do I do voluntarily.

John A. Perl UNDERTAKER Lady Assistant 22 S. BARTLETT Phone M. 47 and 47-38 Ambulance Service, Deputy Coroner

OFFICERS OF TRI-STATE GOOD ROADS ASSOCIATION



Geo. E. Boos, of Medford Secretary



Dudley V. Saelzler, Redding, Cal., President

CARRANZA SAYS WILL REPUDIATE HUERTA GRANTS

TAMPICO, Mex., July 27.—General Carranza indicated today that he will stand by the decree he issued early in the revolution regarding financial transactions made by Huerta.

Foreign consuls paid another visit to Carranza early today, in which a discussion of prospects took place.

As fast as the federal soldiers are disbanded Carranza plans to distribute them without the country to repair the railroad tracks.

I cordially approve the effort of every community to build up its own road organization to get the best results it can.

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GERMANS AWAIT OUTCOME OF CRISIS IN OUTWARD CALM

BERLIN, July 27.—The military element in Germany calmly awaits the outcome of the international crisis. It is stated that no orders have been issued to the army in this connection and that the customary furloughs to a proportion of the soldiers in order that they might help in the field work at their homes during the harvest have not been interrupted.

Officials declare no word has come from St. Petersburg regarding the Russian attitude, but hopes are still expressed that Russia will abstain from taking any steps which might precipitate a general conflict in Europe.

There is hardly an American woman nowadays who can keep pace with the demands made upon her time and energy without paying the penalty of ill-health.

THE PRICE SHE PAYS There is hardly an American woman nowadays who can keep pace with the demands made upon her time and energy without paying the penalty of ill-health.

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