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With Medford Stop-Over

EUROPE NEEDS HORSES FOR WAR ALSO FOR PEACE

WASHINGTON, D. C., Oct. 8.—During the next decade there will probably be an increased demand for American horses in the countries now engaged in the European war. The demand may even continue much longer, according to investigators of the U. S. department of agriculture, as not only will horses be needed for armies, but when peace is restored, more will be needed for agriculture. Already European agents are said to be endeavoring to purchase horses in this country and Canada, and there is an increased interest in many sections in horse breeding.

To meet this increased European demand American farmers may well endeavor to raise well-bred horses, although the department of agriculture does not advise them to purchase a surplus of horses merely for breeding purposes. It merely advises that ordinary farm work should be done whenever possible by good mares which should be bred to good stallions. It also desires to emphasize the fact that only horses of high quality may be profitably raised today. Inferior horses are a drag on the market, and their production is to be discouraged as much as the production of good horses should be encouraged.

The United States has previously been drawn on to supply European countries at war. In the Boer war over 100,000 horses were bought here by the British government. It may be doubted whether a foreign government could now obtain a similar supply in this country, except at excessive cost. However, if farmers take pains to utilize their good mares during this winter to breed them to good stallions, in the course of several years (time enough for the foals to develop), America will be better able to meet the European demand.

SEIZE ISLANDS TO STOP WARSHIPS

TOKIO, Oct. 8, 10 a. m.—Government officials are careful to designate that the taking of the German island of Jaltit, seat of government in the Marshall archipelago, Pacific, and the destruction of the German base, was not an occupation. Nevertheless they declare that Japan's assurances that the empire has no ambition for territorial aggrandizement must not be interpreted to mean that Japan will refrain from taking steps necessary for the protection of commerce.

The foreign office has issued no statement relative to the future status of Jaltit. Baron Kato, minister of foreign affairs, has assured the American ambassador to Japan, George W. Guthrie, that the taking of the island was a military necessity. Baron Kato said that the German fleet eluded pursuers and that the manner in which it secured coal was a mystery.

PARENT-TEACHERS MEETING ON FRIDAY

The Washington School Parent-Teachers' association will meet at the school Friday at 3 p. m. After a brief business session the following program will be rendered: Instrumental solo—Caroline Paul; Reading—Miss Bertha E. Hawkins; Song—Second grade pupils; Subject for discussion, "Proper Equipment and How to Obtain It." Leaders, Mrs. Zimmer, Miss Devore, Miss Parkner.

PROHIBITION

A SINCERE and zealous crusader in the cause of prohibition writes, reproaching the Mail Tribune for not aiding in the "fight to extirpate evil," as he styles the prohibition cause, says, among other things:

There are still sowings of the devil which are scattering death and destruction abroad. At the forefront stands the saloon, destroying more lives than war, dealing out suffering, shame, sin and death to multitudes; destroying more homes than war.

Are roads and orchards of more value than our boys and girls? Shall homes be ruined and youth defiled and no voice raised by you in protest? Are you willing to continue to stand only for the material good of Medford and the valley? Will you not work, as earnestly, for their moral, as for their material uplift, and for the security of their homes and youth?

If legislative act or initiative bill could abolish sin and sorrow, change human nature and bring the millennium, the Mail Tribune would be only too glad to champion it.

Reform, to be effective, must be from within rather than from without. It is the result of knowledge, not of emotion. It is impossible to cut the chains of habit and upset sincere conviction by manifestos.

This regulation of other people's affairs, this effort to club people to be good, according to the clubber's desires, by the passage of sumptuary laws, was given a thorough tryout in the time of Cromwell. Despite a Puritan army to enforce repressive and prohibitory measures, the kill-joys and long-faces failed lamentably in their efforts to coerce the people into virtue, and in the relapse of the restoration, vice ruled triumphant.

In the law of nature, moderation is virtue and excess is crime. The individual must develop the strength to resist excess, not only in the use of liquor, but in all things. This strength cannot be conferred by coercive laws removing temptation. No sumptuary legislation can create virtue and no amount of community guardianship create strength.

Because prohibition entails an obnoxious and busy-body interference with personal liberty, creating a never-ending turmoil of trouble, and is therefore undemocratic; because it is a revival of the narrowness and bigotry of Puritanism with its sniffling hypocrisy, a relapse from the enlightened tolerant democracy of the twentieth century to the intolerant darkness of the seventeenth, the Mail Tribune now, as in the past, opposes it.

Prohibition is a failure because it does not prohibit, nor can it be made to prohibit. It is impossible to enforce a law opposed to the wishes and desires of a large portion of the people. This is demonstrated in every prohibition state or community and proven by the increased manufacture and sale of spirituous liquor, despite the increased "dry" area.

The proposed Oregon prohibition law makes no attempt to prohibit. It openly sanctions the "distribution" of liquor, forbidding only its sale and manufacture. It opens wide the door for mail order and express shipments, stimulates business outside the state and kills Oregon industry.

Prohibition, however, does abolish the saloon. It substitutes for the regulated and licensed place of distribution the unlicensed, unregulated blind pig, the boot-legger, the club locker and the mail-order house. The control of the liquor business is a local matter and should be left to the community—as it now is. Those communities that wish to abolish the saloon can do so now. Those that wish to retain it have that privilege.

Prohibition does not improve the morals or economic status of people. Dry Kansas is no better or more prosperous than wet Nebraska. Dry Ashland is no better or more prosperous than wet Medford. Local option permits each community to regulate the liquor problem itself, and home rule is the foundation of democracy.

A great majority of the men of America are moderate drinkers. The Committee of Fifty, in its famous investigation of the liquor question, reached the conclusion that not more than five per cent of the great host of drinking men can be classed as decidedly intemperate. Because the five per cent cannot control their appetites is no argument against the moderate and wholesome use of alcoholic beverages by the vast majority of sane and upright men.

Temperance means moderate use and enjoyment. Why punish the ninety-five for the sins of the five? Why sacrifice society for the sins of its weaklings?

This is no argument or defense of the saloons. They are permitted to exist in some communities in return for licenses issued, for which they pay roundly, because experience has proven that this, if not the best, is at least the most practical way of solving the liquor problem.

The saloon of today is entirely different from the saloon of a few years ago. The brothel features and gambling games have been eliminated. Strict laws compel the keeping of order and regulate the sale of liquor, forbidding it to minors, females or habitual drunkards. In other words, the saloon has been and is being made respectable.

The saloon has no business in politics and should be conducted within the law as any other business. When this is fully realized, and it is so conducted, the hysteria against it will largely subside.

U'Ren Upon Exemption Law

To the Editor:

Will you or your readers, or some of the mortgage and diamond owners who are opposing the \$1500 homes tax exemption, kindly and fully answer the following questions: Fifteen hundred dollars invested in a mortgage is not taxed in Oregon. Why should not \$1500 also be exempt if it is invested in farm buildings, cows, teams, land clearings and orchards with which to make a living? Fifteen hundred dollars spent for diamonds and jewelry "in actual use" is by law exempt from tax in Oregon. Why should not \$1500 spent for a

dwelling house and furniture "in actual use" be exempt from tax?

The proposed \$1500 homes tax exemption does not apply to corporations. The great department stores will get nothing from this, neither will the skyscrapers nor the rail-

John A. Perl UNDERTAKER Lady Assistant 28 S. BARTLETT Phone M. 47 and 47-33 Ambulance Service Deputy Coroner

Dollarhide Toll Road and Its History

This article upon the Dollarhide toll road is furnished by C. B. Watson of Ashland, attorney for Mr. Dollarhide in his controversy with the county, and presents the Dollarhide view:

(Continued from yesterday.)

No effort was ever made by Jackson county to interfere in any way with said road until September 4, 1895 the said county court made an order directing the road supervisor to remove the toll gate. On November 4, 1895, the order not having been complied with, the writer, as attorney for Dollarhide, moved said court to expunge and revoke said order on the ground that the "court under the law, neither had nor has any jurisdiction in the premises, or over said road, to make such an order."

The court revoked said order, and among other things said: "The court having heard the argument and the law thereon, and being fully advised in the premises, it is therefore ordered and adjudged that said order be and the same is hereby revoked and shall stand as if it had never been made."

Subsequently the ownership and possession of said road and all rights and privileges thereunder, became vested in L. D. Dollarhide who has never sold, alienated nor incumbered the same.

This may seem somewhat lengthy but there has been so strenuous an effort made to make it appear that L. D. Dollarhide is an interloper and highwayman, that in justice to him and the public I ask that this be published in full. The historical data alone is worth it.

Dollarhide sold that portion of the road from Barren's place up to Steinman to the county for Pacific highway purposes at the beginning of the construction, since which time it has been the duty of the county to keep it up. The county has absolutely neglected to do so until it is almost impassable and yet the public is made to believe that it is Dollarhide's road and his duty to keep it up. Dollar-

hide gave the county and the contractors the right to cross his toll road in constructing the Pacific highway with the express understanding that they were not to block or obstruct it. Yet they have constructed a full directly across his road from side to side, that is 16 feet high on the down hill side and eight feet high on the other side. The contractors have also, without leave, license or consent appropriated 600 feet of the toll road and forced the travel out of the road and among the rocks. Many things that are absolutely false have been published to the damage of Dollarhide that could and ought to have been corrected by the authorities. Dollarhide has not tried to obstruct, hinder, nor delay the construction. It would be foolish for him to do so and he is not a fool. He knows the highway will be built and has done many things to favor it. He knows too, that there is no other road for travel between Jackson county and California but this toll road. Only a fool would expect him to keep it open for free travel. Were he to quit work on it it would be impossible in two weeks after bad weather sets in, yet it would appear that the effort being made against him is for this purpose and may succeed.

The road was built and has been maintained by private enterprise for more than 50 years without a cent in taxes to be paid therefor. It has been offered to the county at various times at a cost which is a mere bagatelle, but the county has refused because of the expense of maintaining it. The building of the Pacific highway across the mountain at a probable cost of almost \$200,000 suggests the very high importance to this county of the travel over it, yet we have this effort to hamper Mr. Dollarhide in his aim to accommodate the travel until this elaborate highway is ready to take it over. No one knows how soon the highway will be open, and it does not auger great business judgment to absolutely close all traffic with California except by rail.

Geography of the War Zone

CHALONS SUR MARNE TO NANCY—The country lying between Chalons sur Marne and Nancy is rich in history and full of points of present-day interest. By air-line the distance between Nancy and Chalons is 85 miles; by rail it is 112 miles, and by canal, "The Marne and the Rhine," which extends from the head of navigation on the Marne river into Germany, about 120. The first important town out of Chalons by rail is Vitry le Francois, with a population of about 9000. This place was formerly fortified, and being located at the crossroads leading to Chalons, Chaumont, Foutainbleau and other points, is a strategic position. Beyond Vitry is an uninteresting farming country, after which we come to Bar le Due, with its monument to the boys of the Meuse, who fell in the war of 1870, and its beautiful church of St. Pierre, and its monument of the Michaux, a family who introduced important improvements in the manufacture of bicycles. Beyond Longeville there is a railroad tunnel two and a half miles long, and a long series of cuts and fills through which the line passes through the heights between the valleys of the Aisne and the Meuse. Ninety-two miles from Chalons is the fortified town of Toul, which resisted the Germans for forty days during the Franco-Prussian war. A little further on lies Liverdun, where a tunnel carries the Meuse

and Rhine canal beneath the town. The scenery in this region is said to be perhaps the most beautiful in the entire journey from Paris to Strasbourg. Nancy is 20 miles from Toul by rail. The railroad from Chalons to Nancy parallels the Marne river and canal to Nancy, crosses the Meuse near Sorey and the Rhine near Nancy. West of Bar le Due the valleys run east and west, while east of that point they run north and south, which makes the military problem in the two sections somewhat different.

You Get the Best There is when you smoke Gov. Johnson cigars and patronize home industries.

Planning for the Stork's Arrival

Among those things which all women should know of, and many of them do, is a splendid external application sold in most drug stores under the name of "Mother's Friend." It is a penetrating liquid and many a mother tells how it so wonderfully aided them through the period of expectancy. Its chief purpose is to render the labor, ligaments and muscles so pliant that nature's expansion may be accomplished without the intense strain so often characteristic of the period of expectancy. At any rate it is reasonable to believe that since "Mother's Friend" has been a companion to motherhood for more than half a century no more timely advice could be given the inexperienced mother than to suggest its daily use during expectancy. Ask at any drug store for "Mother's Friend," a penetrating, external liquid of great help and value. And write to Broadfield Regulator Co., 202 Lamar Bldg., Atlanta, Ga., for their book of useful and timely information to expectant mothers. It contains many suggestions that are of interest to all women.

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