

PORTLAND TRIES TO CLOSE STATES LUMBER MILLS

Efforts of Metropolis to Kill Lumber Industry of Interior Set Forth—Would Create Monopoly and Block Development—Means Paralysis of Business in Southern Oregon.

To the Editor: Your editorial in the Medford Mail Tribune under date October 27, captioned "The Hoggish Metropolis" sounds a warning to every wage earner, merchant and interest situated within the timber district of the Willamette, Umpqua and Rogue river valleys. Please permit space for the following which will no doubt be of further interest to your readers:

Portland under the guise of charging the Southern Pacific company with discrimination in rates on lumber to California in favor of lumber manufacturers in the Willamette valley, is in reality making another effort to destroy the lumber industry along the Southern Pacific lines south of Portland. Not only is the Willamette valley interested, but also the Umpqua and Rogue river valleys. The same tactics were resorted to by them in 1907 in a hearing before the interstate commerce commission over the Willamette valley-California rates, at which time they demanded that the commission give them the same rates as the valley, and also when they got the commission to grant them a preferential rate of 2 1/2¢ per 100 lbs. to Utah, when previously the rates from the valley were the same.

Old Cry Reiterated

It is the old cry of Portland interests whose articles in the Portland Evening Telegram show conclusively a disposition to be not satisfied with the advantages they already have, but demand further concessions in order that no one else shall be allowed to have even a fair chance to compete with them. That the time has arrived for the merchants, lumber manufacturers, farmers and residents of the Willamette valley and southern Oregon to take some action to protect their interests is quite evident, as unmistakable efforts are being made to kill the lumber industry in the territory south of Portland.

We have listened in recent years to many allegations and charges of discrimination by the railroads, but on reflection it has been found they have generally originated with and in the interest of purely selfish persons and communities. Since the amended interstate commerce act was passed in 1907 and the creation of state railroad commissions, nearly all of the rates carried by the railroads, particularly in the west, have been upon and revised by either one or both of these bodies and it is safe to say that if, as alleged, discrimination was practiced the carriers themselves have assisted in removing same and that such conditions do not now exist.

Hard Upon Railroads

It is very easy for anyone to quote figures, dollar per ear charges and what not, and make almost any kind of a showing to suit particular end sought. The investigation by the commissions have disclosed the underlying principles surrounding rate making by the railroads and the commissions themselves, while they have made changes, have in many instances approved the rates established by the carriers after investigation in which the sound policy surrounding the making of the rates was disclosed and considered. While the public have through their commissions and other legislative measures been busy during late years in removing what they considered was a disparity of rates, etc., they have at the same time surrounded the transportation companies with many conditions which have in numerous ways prevented the public from enjoying the full measure of help of the railroads, particularly in interior territory. One of the greatest handicaps placed upon the interior communities has been the refusal of the commissions to permit the carriers to recognize market competition in making their rates as the railroads were wont to do at one time; now it is strictly a transportation condition that permits of competition. People and communities located in inland territory must recognize that they are subject to only one mode of transportation and that their success is dependent wholly upon the development of the inland district. In their struggle to even commerce the inland development, they must be enabled to reach the outside markets and if they are to be prevented from doing this we may as well goodbye to our future hopes of becoming a substantial commonwealth.

Railroad Tries to be Fair

Without championing the cause of

the Southern Pacific or any other railroad company, but because in this instance I believe the Southern Pacific, on whose lines most of the lumber mills south of Portland are located, is entitled to the greatest credit as it can honestly be said that they have made every effort to assist in the development of the lumber industry in the face of the strongest kind of opposition, and I do not believe that they can in any wise honestly be charged with discrimination. The Portland Evening Telegram and its constituents are simply endeavoring through the once popular railroad baiting process to poison the public mind, that they may obtain results which the Interstate Commerce Commission have said on two different occasions that they were not entitled to.

While we have no quarrel with Portland in general, or the Portland Evening Telegram, either commercially or individually, yet we must insist that Portland without Oregon at her back would not occupy the prominent position she does and that what interests us and tends to our well-being only serves to make Portland greater, therefore Portland must recognize that handicapped as we are under the best of conditions, she must assist in relieving that handicap in every way possible. We ask no favors, but we do demand just treatment and that Portland's wealth and influence shall not be used to our disadvantage.

Is Only Outlet

The Southern Pacific railroad is the only outlet which the industries of interior Western Oregon have, while Portland has the Pacific Ocean, four different trans-continental railroads and enjoys unlimited distributing territory.

There is a little stretch of territory in California north of San Francisco and Oakland to which the rate from Western Oregon is lower by 4 cents than is the rate from Portland, but the Portland mills and the Portland Evening Telegram in their great efforts to show that Portland has been discriminated against fail to point out to the public that the difference between the Portland rate and the Western Oregon rate to San Francisco, Oakland and San Francisco Bay points was originally 9 cents per 100 lbs., yet as pointed out in the decision of the Interstate Commerce Commission Portland successfully competed for that business through their ability to ship by water. This difference was reduced to 8 cents per 100 lbs., was again reduced to 7 1/2 cents per 100 lbs., and in a recent adjustment made was further reduced to 4 cents per 100 lbs. The process of narrowing the differential between Portland and the Willamette valley and Southern Oregon mills has steadily been progressing in favor of the Portland manufacturer, yet not being satisfied with having the differential reduced 5 cents per 100 lbs., within the past eight years, Portland supported by the Portland Evening Telegram now want it eliminated altogether. Is it any wonder that the lumber industry in Western Oregon has been on the down grade for several years?

Copying New York

Like New York City has dictated to the State of New York, Portland has dictated to the State of Oregon politically and otherwise. Every move that has been made has been to secure an advantage for Portland, and if Portland had their way the timber located in Western Oregon south of Portland would not be manufactured at any place but in Portland. They would insist on its being hauled in the log to the Willamette river for manufacture into lumber products by them.

It is time that the interior of Oregon woke up to the fact that if they are going to represent anything, if they are going to grow and develop they must take steps to protect their interests. EDGAR S. HAPER.

J. P. MORGAN SHOWS FAVORABLE SIGNS

NEW YORK, Oct. 30.—J. P. Morgan spent a comfortable night, following the operation upon him for appendicitis and his condition today is in every way satisfactory, according to a bulletin issued by his physicians. Although this morning's bulletin made no mention of Mr. Morgan's temperature or pulse, it was unofficially learned that neither of these are a cause for worry to Mr. Morgan's family or physicians.

When a member of the firm of J. P. Morgan & Co. was asked today regarding reports that the financier's illness was more serious than the physician's publications indicated, he pointed to Julius Spencer Morgan, Mr. Morgan's son, who was at his desk in the Morgan office, and whose whole appearance indicated that he was in no way seriously concerned over his father's illness.

CHICHESTER'S PILLS

DR. RICKERT
Eyesight Specialist
Medford, Oregon

LIFE STORY OF THE NEXT FIRST LADY OF THE LAND



White House Cupids! Dr. Carey Grayson, the president's physician, and Miss Gertrude Gordon, Mrs. Galt's ward. They brought about the meeting of the president and Mrs. Galt, and now it is rumored that they, too, are engaged.

(This is the fifth and last chapter of the "Life Story of the Next First Lady of the Land," which has appeared exclusively in the Daily Mail Tribune.—Editor.)

CHAPTER V.

The affection between Mrs. Galt and Miss Gordon grew and grew and grew after the death of the young woman's father until they were more like "pals" than guardian and ward.

Then came the opportunity for the young woman to play an important part in the life of Mrs. Galt. Miss Gordon, among a host of other friends in Washington, numbered Dr. Carey Grayson, the family physician of President Wilson. Now it is rumored that they, too, are engaged.

Dr. Grayson, after meeting Mrs. Galt, introduced her to Miss Helen Woodrow Bones, niece of the president, who had suffered a nervous breakdown following the death of Mr. Wilson.

Dr. Grayson thought the companionship of the charming Mrs. Galt would help Miss Bones to recover her spirits, and it is hinted, he thought if a meeting could properly be brought about, the charm of Mrs. Galt's presence would do much to bring the smile back to the president's face.

One day the opportunity came and the president and Mrs. Galt met in-

formally at the white house. The president was visibly pleased and soon Mrs. Galt's intimate friends began to whisper: "Did you hear? Edith was down to the white house last night for dinner."

More visits and dinners and automobile rides followed and in July Mrs. Galt accepted an invitation to visit at the summer white house at Cornish, N. H.

Little gossip leaked out, however, and the only signs of courtship were the changes in the clothing of the two principals. Gradually little notes of color crept in the black and white of Mrs. Galt's mourning wardrobe, which she had worn since her husband's death.

Gradually, too, the president doffed his somber clothing and appeared in gray and white suits—and finally he appeared again in the glory of colored neckties.

And so the romance progressed, but few, however, really were the wiser until, with the recent formal announcement of the engagement made from the white house, friends of Mrs. Galt's received from her little notes telling of her great happiness.

And they, too, were happy in her happiness, for they all unite in declaring that she will make an "ideal first lady of the land."

land, departed for San Francisco by train this morning, accompanied by the Marchioness and Mrs. W. E. Sanford of Hamilton, Ont. It is expected that Lady Aberdeen will preside at the National Congress of Women's Clubs in San Francisco. The party will return to British Columbia after seeing the Panama-Pacific exposition.

CORSET FITTINGS IN MOVING PICTURES

The May Company Have Engaged the Star theater for a Special Matinee. The old saying that there is nothing new under the sun will receive a decisive negative in Medford on Wednesday afternoon. The May Company have engaged the Star theater for a special matinee which will be limited to women only. This will be a great disappointment to their male patrons, but as the seating capacity will be taxed, and as the film is of direct interest to women only, men will have to forego this matinee.

This film shows the actual fitting of Gossard corsets and woven around the fittings is a beautiful story entitled "How Marjorie Won a Career." It required almost three months to complete this film and the May company is to be congratulated on being able to get an early run on the film.

Complimentary passes are being issued at the May store. You can get as many as you like for yourself and friends.

Moving pictures are certainly covering a wide range of activities and there is no telling what one will see next at the movies. That they are exercising a wonderful education of influence no one can deny and we have no doubt that the May Co. store will find themselves besieged for requests to this matinee for women only.

British Royalty in Seattle

SEATTLE, Oct. 30.—The Marquis of Aberdeen, lord lieutenant of Ire-



I MAKE HUNDREDS see perfectly by correcting refractive errors of the eyes with exact lenses.
DR. RICKERT
Eyesight Specialist
Medford, Oregon

HEART OF OLD SERBIA OPENED BY PIROT FALL

SOFIA, Oct. 27, via London, Oct. 30, 10:50 a. m. (delayed in transmission).—The fall of Pirot this morning (Wednesday) was a severe blow to the Serbian army, since the reduction of this strong position leaves open the road to Nish and invites a strong Bulgarian advance towards the center of old Serbia.

The capture of Pirot followed three days of desperate fighting, ending at nightfall on October 26. During the night the Serbs evacuated the city, sacrificing all their heavy baggage and leaving huge stores of ammunition and war material. It is asserted here that the Serbian losses were extremely heavy.

The fall of Pirot and Zajecar, together with the junction made by the Austro-German and Bulgarian forces north of Negotin, have rendered the position of the Serbians, it is considered here, extremely critical. Serbian forces near Mitrovitza and Prishtina are returning north in the direction of Novipazar with the purpose evidently of joining the main groups of their army in the interior, where it is said a state of siege is rapidly approaching since the Serbs are on the verge of being completely cut off.

Fine Neutrality Breakers

SAN FRANCISCO, Oct. 30.—Dr. Thomas Addis and Ralph K. Blair, both of San Francisco, convicted of violating the neutrality of the United States by conspiring to hire and retain men in this country for the British army, in the United States district court today, were fined \$1000 each. No prison sentence was imposed.

I WILL GIVE \$1000

IF I FAIL TO CURE any CANCER or TUMOR I treat before it POISONS deep glands or attaches to BONE Without Knife or Pain No PAY Until CURED
WRITE: GUARANTEE No X Ray or other swindle. An Island road, no less direct. Any TUMOR, LUMP or SORE on the lip, face or body. TALK TO CANCER; it never pains until last stage. 120-PAID BOOK with FREE, 10,000 testimonials. Write to one: **Any LUMP in WOMAN'S BREAST is CANCER** and always poisons deep glands and METS QUICKLY. This woman inventory 750,000 cases—25,000 report. We refuse money who wait too long. Must die poor cured at last. Write if cancerous yet small. **Charles Boudin, Dr. & Mrs. Dr. CHAMLEY & CO. BOOK SENT FREE** "Strictly Reliable, Greatest Cancer Specialist living" 4340 & 4386 Valencia St., San Francisco, Cal. KINDLY MAIL THIS TO WOMEN WITH CANCER

No Road Too SAVAGE FOR SAVAGE TIRES

DIRECT FROM FACTORY TO YOU

A Reliable Guide

THE name "Savage" is your insurance against tire trouble. It stands for a tire of the highest quality, more miles for less money and an easy-riding car. For the long trip over hard roads or for slippery pavements—for all kinds of every-day use, Savage Tires are unequalled.

Ask for Tire Book.

THE SAVAGE TIRE CO., San Diego, Cal.
FACTORY DISTRIBUTOR

C. E. GATES
MEDFORD

THERE IS A REASON WHY GOLD SEAL BUTTER

Is preferred to any other kind, because it is produced by the most efficient and up-to-date methods and machinery known to the creamery industry.

HOUSEWIVES

Insist on your grocer sending you GOLD SEAL Butter. It will please you. There is nothing better made.

The Jackson County Creamery

Medford, Oregon

Electric Pumping and Irrigation

Electricity affords the simplest and most convenient power for pumping for irrigation, and plants properly installed can be run more economically, all things considered, than in any other way. The quantity of water required varies with the soil, and for crops in this locality, from one acre foot (12 acre inches) to one and one-half acre feet (18 acre inches) in the season is considered sufficient.

Economical installation and operation of pumping plants are best secured by small units, operating 24 hours per day, pumping into suitable reservoirs, so as to irrigate under large head 8 to 12 hours per day.

We will be glad to supply estimates of size and cost of pumping complete.

California-Oregon Power Company

216 West Main Street
Phone 168
MEDFORD, OREGON