

PROPOSE BONDS TO AID BUILDING BLUE LEDGE ROAD

At a joint meeting of the Medford Commercial Club and the Jackson County Business Men's association held at the library Monday evening, Chairman C. M. Thomas was authorized to name a special committee to take up with S. S. Bullis and J. F. Reddy, the matter of building a railroad to the Blue Ledge mining district and prepare for submission to the people a bond issue of \$250,000 by the city for assisting the project. Mr. Bullis agreeing to build the road with such assistance. The committee as named comprises C. E. Gates, J. A. Perry, G. Putnam, H. L. Walther, H. A. Thierolf, Will G. Steel and C. M. Thomas.

Much discussion followed the report of the special committee, consisting of G. Putnam, H. L. Thierolf and J. T. Bell, who had the matter in charge, and who reported the correspondence with Messrs. Bullis and Reddy. Because assurance had not been received from Mr. Towne that the Blue Ledge mine would operate, the committee refused to make any recommendations in the matter of bonding.

Bullis' Statement.

Messrs. Bullis and Reddy outlined their proposals in detail, Dr. Reddy declaring that unless the Blue Ledge mine operated, there was no use to foot with the railroad and that the bond issue must be a virtual subsidy to be of material assistance. Mr. Bullis held that the timber and other resources of the district tapped were sufficiently great to warrant the railroad even without the mine.

"I wouldn't ask a cent" said Mr. Bullis if I had the money available, and I don't want to urge the city of Medford one way or the other. But I have had many years experience in building railroads, and I know something about building a timber road. It has been my experience that when a short road like this is constructed it always helps the community even more than it does the builder of the railroad. I am willing to build such a road for I believe it is a good business proposition and would pay me, but I believe also it would pay the people of Medford more. When I built a railroad like this in Jackson, Mississippi it was a place of 8000 people. After the road was built it sprang into a place of 20,000 people."

On motion of Will G. Steele the chair was instructed to name a committee of three, with the power of increasing the same if desired to confer with Mr. Bullis at once and put the proposition in a definite and tangible form.

E. H. Hurd then recounted the experience in Atchison, Kansas. There the communities and property owners along the line of the interurban road subscribed for a large proportion of the bonds. He thought some such plan might be adopted here.

Everyone in Favor

Short talks in favor of the proposition were made by J. A. Perry, W. A. Folger, Henry Callahan, F. W. Carnahan, Professor F. C. Reimer, Will G. Steele and others. Professor Reimer developed a new point when he said the alfalfa crop in the Rogue River valley could be trebled by use of the fertilizers which were found in abundance in the Blue Ledge district. Manager Callahan of the Blue Ledge said in this connection that he could ship 50,000 tons of iron sulphide from the Blue Ledge a month.

C. M. Thomas called attention to the fact that the project would mean not only a railroad to the Blue Ledge but to the coast, and S. S. Bullis also intimated that he did not intend to stop at the Blue Ledge.

H. L. Walther of the California-Oregon Power company spoke in favor of the city bonding for a road to the coast and believed the people would favor it by a tremendous majority but he did not favor a road to the Blue Ledge unless the mine was in operation. The building of such a road he showed would materially decrease freight rates to and from the Rogue River valley.

C. E. Gates gave a rousing speech in favor of the proposition and brought the matter to a head by proposing that the committee meet at once and their plan be presented to a second mass meeting.

Correspondence on Project.

The following correspondence was presented by the club's special committee:

Robert S. Towne,
82 Beaver street, New York City.
Medford Commercial club has appointed a committee to aid in construction of a railroad through Applegate valley, from Medford to Joe Bar, to develop the mining, timber and agricultural resources. These interests are anxious to co-operate and it will be necessary to get an expression from you regarding operation of mine and a contribution.

Please wire if you are interested in this.
MEDFORD COMMERCIAL CLUB,
by GEORGE PUTNAM,
J. D. BELL,
H. A. THIEROLF,
Committee.
New York, N. Y., Mar. 15, 1916.
Medford Commercial Club,
Medford, Oregon.

Owing to illness of Mr. Towne have been unable to fully take up with him your telegram of ninth but think he will be able give matter his attention within next few days.
D. C. BROWN.

Bullis' Proposal.

Messrs. A. L. Hill, George Putnam, H. A. Thierolf, J. D. Bell, railroad committee, Medford Commercial club.

Gentlemen: We, the undersigned, hereby submit for your consideration the following proposition:

Upon consideration and condition that the city of Medford legally authorize a bond issue of \$250,000 to be made available to us for the purpose of constructing a railway from this city of Medford to the California line, and grant a franchise for as long a time as the law permits for the use of the tracks now laid and formerly used by the Rogue River Valley railway.

And that the city of Jacksonville furnish a like franchise for the use of the tracks as now laid through that city and furnish free of cost to us an right of way to the town of Ruch.

And that the county of Jackson rebuild such portion of the highway along the Upper Applegate as shall be agreed upon between us.

And that the Southern Pacific company lease to us thirty miles of rails suitable for the work, we will extend the line, rails and tracks of the Southern Oregon Traction company to the California-Oregon line where it crosses the Applegate valley, equip the same, and place it in operation for freight and passenger service as rapidly as weather conditions will permit, and within seven months after compliance with the above conditions by the municipalities and corporations mentioned.

We will assume the obligation of securing from the owners of the Blue Ledge mine adequate assurance to guarantee the continuous operation of the mine and railway.

Respectfully submitted,

S. S. BULLIS,
J. F. REDDY.

Reply of Committee.

Messrs. S. S. Bullis and J. F. Reddy, Medford, Oregon.

Gentlemen: The proposal made by you in re building a railroad to the California line received. Your proposal is contingent upon:

1. The city issuing \$250,000 bonds and granting franchise.
2. The city of Jacksonville furnishing similar rights of way and franchises.
3. Jackson county rebuilding such portion of the upper Applegate road as may be agreed upon.
4. The Southern Pacific's leasing thirty miles of rails.
5. The Blue Ledge mine furnishing assurances for continuous operations.

We feel that a railroad to the Blue Ledge mining district is a community life-saver and universally desired. We feel that the citizens of Medford are anxious to cooperate with you in every way possible. But as the city indebtedness already totals \$1,500,000, we feel that your proposal puts the "Cart before the horse"—that is, that the other contingencies should be realized before the subject of issuing bonds is put before the people. To accomplish this, we are willing and anxious to cooperate with you. With these preliminaries realized, there is little question of favorable action by the people.

It will take 20 days from action by the council to call the necessary election for constitutional amendment for the issuance of the bonds. It will be necessary to work out some plan whereby the credit of the city can be legally loaned and properly safe-guarded.

It will be necessary to know just what is wanted from the county before attempting to secure it. It will be necessary to learn what assistance can be secured from the Southern Pacific. Both of these are contingent upon the assurance of the Blue Ledge being operated. To accomplish these preliminary proposals, the committee is at your service.

Sincerely,

COMMITTEE.

Bullis' Final Reply.

Messrs. A. L. Hill, George Putnam, H. A. Thierolf, J. D. Bell, railroad committee, Medford Commercial club.

Gentlemen: Your esteemed favor of this date is received. I cannot agree with you that your proposal

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G. O. P. ADJOURNS WITHOUT NAMING NEXT CHAIRMAN

CHICAGO, March 21.—The sub-committee on arrangements of the republican national convention adjourned today without taking action on the election of a temporary chairman for the national convention here next June. The sub-committee will meet again at the call of the chairman about the middle of April.

Franklin Murphy, who yesterday said the wisest leaders of the party seemed to think that Colonel Roosevelt could not be elected if he were nominated, declared today that "recent letters written by Colonel Roosevelt indicate that he is very much a candidate. He has several admirable qualities. He sticks to his friends."

W. F. Stone of Baltimore was elected sergeant-at-arms for the June convention. This will be the fourth republican national convention in which Mr. Stone has served in that capacity.

Although Chairman Hillis declined to discuss presidential candidates, he stated that in his opinion Justice Hughes would not be a candidate. Others stated that the Hughes sentiment seemed to be growing in northwest states. Several expressed the opinion that Theodore Roosevelt would not be seriously considered at the convention.

The sub-committee decided to defer action on the subject until the April meeting. When the committee adjourned the three candidates most favored appeared to be Senator Warren G. Harding of Ohio, Philander C. Knox of Pennsylvania and Congressman James R. Mann of Illinois. Dr. Nicholas Murray Butler, president of Columbia university, New York, telegraphed the committee from Spokane, Wash., asking that his name be considered.

Chairman Hillis said: "No ballot was taken and for the reason that three members of the sub-committee were unable to be present, we decided it would be best to defer action until the next meeting."

The committee agreed on the re-election of La Fayette R. Gleason of New York, for secretary, and William F. Stone of Baltimore, sergeant at arms, to serve at the next convention, but their formal election was postponed until the next meeting.

The committee will open headquarters at the Coliseum, Chicago, May 7.

ROSEBURG BONDS TO AID RAILROAD UNCONSTITUTIONAL

SALEM, Ore., March 21.—Efforts on the part of the city of Roseburg to build a railroad met with reverses in the Oregon supreme court here today. The court declared void the

contracts entered into by the city with the Roseburg and Eastern Railroad company for the construction of a railroad to a point on the Umpqua river. The decision reverses the Douglas county circuit court.

The supreme court also rendered a decision inhibiting the issuance of \$300,000 in bonds to assist in the construction of the line. Suit was brought by John Hunter and other tax payers to enjoin the issuance of bonds by the city on the grounds that the contracts were in violation of the city charter and of the state constitution.

At a recent election the city char-

ter was amended in order to issue the bonds. The court held, however, that the amendment does not permit the bonds to be of benefit to any other persons than the city. The court also declared the contract unconstitutional because no city may become a stockholder of a company.

GERMANS GAIN HEIGHTS

(Continued from page one)

"West of the Mense the Germans several times last night renewed their attacks against our front, extending from Avocourt to Malancourt, where

the bombardment by shells of large caliber continued without interruption. The attacks were accompanied by throwing of flaming liquid by detachments of men carrying special machines for this purpose.

"In spite of the heavy losses inflicted by our fire, the enemy was able to take possession, after hand-to-hand fighting, of the southeastern part of Malancourt wood, known as the Avocourt wood, which we occupied. All the efforts of the Germans to march out from the Avocourt wood resulted in failure.

"The night passed quietly on other sectors in the Verdun region."



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It assures the banker additional security for the money he loans the merchant.

It gives the wholesaler additional assurance that the merchant will have money to pay his bills.

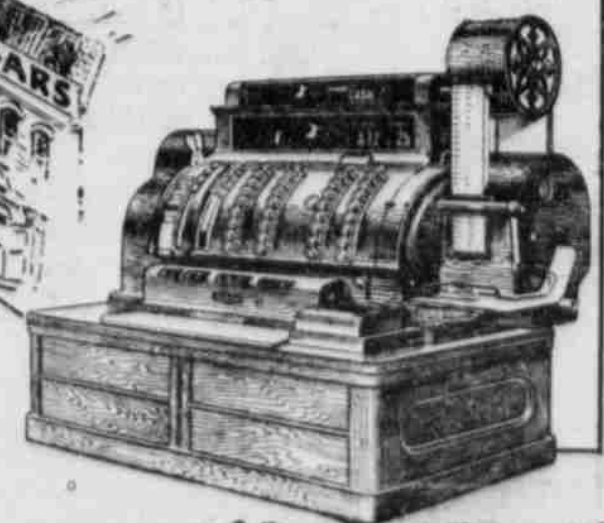
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