

### BLUE LEDGE ROAD HEARTILY ENDORSED BY MASS MEETING

Proposal of Committee With Southern Oregon Traction Company Ratified and Ordered Submitted to City Council for Action and Submission to People for Bond Election.

By a unanimous vote, the tentative agreement reached between the railroad committee, appointed at last week's mass meeting, and President S. S. Bullis, for the Southern Oregon Traction Company, in the matter of bonding the city of Medford for \$250,000 for the purpose of constructing fifteen miles of railroad from the present Jacksonville terminus of the traction company's line toward the Blue Ledge mine, was ratified in the passage of a resolution introduced by Attorney W. E. Crews, at a mass meeting held last night, directing the committee to take up the matter with the city council for submission to the people.

In the call for a special election an amendment to the city charter will be submitted to authorize the creation of a railroad commission to take charge of the matter of constructing the Medford unit and to handle other features of the contract, until the work shall have been completed, covering all of the details of the construction of the proposed line to the Blue Ledge district.

**Text of the Resolution.**  
We, the citizens of Medford in mass meeting assembled, having under consideration the report of the committee of citizens heretofore appointed to confer with the Southern Oregon Traction Company with regard to the building of a railroad from Medford to the Blue Ledge mining district, and the proposition of the said Southern Oregon Traction Company submitted to the said committee and included in its said report, do resolve as follows:

That we look with favor upon the proposition of the Southern Oregon Traction Company, and do hereby request our present committee and the common council of the city of Medford to immediately take the matter up with the said Southern Oregon Traction Company and arrange all details and take such course as is legal and accessible to the said council and said Southern Oregon Traction Company to the end that said proposition shall immediately and properly be submitted to the voters of the city of Medford at an election to be called for that purpose.

**First Point Discussed.**  
A score of representative citizens, bankers, lawyers and business men, spoke regarding the resolution and the proposition in general and there was not one dissenting voice. Gus Newbury, one of the first speakers, called attention to the desirability of devoting the proceeds of the bond issue to the purchase of the present Jacksonville line instead of the extension of the same, so that if Mr. Bullis should be unable to carry out his part of the contract the city would be in possession of the property now in operation out of the city.

In reply to this, C. M. Thomas, chairman of the railroad committee, said this question had been carefully considered by the committee, but that they believed that if the extension of the Jacksonville line were the property of the city Medford would have absolute control of the railroad to the coast as it would be impossible to ship either way without using this line from Jacksonville to the Apollonia. In addition to this Mr. Thomas called attention to the fact that the state railroad commission would be in a position to guarantee to the city the right of way over the Jacksonville road after the extension had been built.

**Getchel Says Go Slow.**  
Delroy Getchel, president of the Farmers and Fruit Growers' bank, pleaded for more time in which to ascertain the possible tonnage to be supplied to the road to insure its continuous operation at a profit, especially expressing doubt as to the character of the Blue Ledge mine as a possible dividend producer. "Let's be sure of our facts before we go ahead," said Mr. Getchel.

Replying thereto, T. Henry Callaghan, one of the principal owners of the St. Albans group of claims in the Blue Ledge district, excited facts which have been public property for fourteen years, his talk suggesting surprise that anybody interested in the development of this vast territory should be ignorant of them at this late day. Mr. Callaghan explained that the possible output of the Blue Ledge mine could be as high as a drop in the bucket in comparison with the total output of the country traversed by the proposed

road, including the tonnage to be supplied by the mine, the timber and the incompatible tonnage of iron sulphide to be shipped out as a fertilizer.

**Fruit Interests Involved.**  
J. A. Perry, of the Medford National bank, discussed the great value of the road to the coast to the fruit interests alone, asserting from carefully prepared figures in a conservative estimate of possible shipments of fruit, the fruit growers of Rogue river valley could save at least \$300,000 a year in freight charges alone, thus covering the amount of the bond of \$250,000 in twelve months on that one item. He estimated that in five years the valley would have shipped 4,000,000 boxes of fruit and over 1,000,000 boxes would be exported. Mr. Perry predicted that the demand for fruit boxes in the valley in 1916 would keep a box factory of large capacity working the entire year.

"Let us not put this matter off any longer," urged Mr. Perry. "What is done forty years from now won't do us any good. Let's get busy right away." The applause that followed this expression of business energy and enterprise demonstrated clearly the prevailing sentiment in a packed auditorium of prominent business men.

**Many Important Suggestions.**  
C. E. Gates called attention to the fact that the contract with Mr. Bullis guaranteed the construction of the road to the Blue Ledge mine for the payment of \$250,000, whether or not that amount covered the actual cost of the road. "In other words," said Mr. Gates, "this road to the Blue Ledge mine won't cost the city a cent, except the cost of the special election. Mr. Bullis agrees to buy the road in five years, with interest. We have heard a great deal about this road to the coast and what it will do for Medford. Now is our chance to get it."

Ralph Bardwell called attention to the fact that one of the largest canning companies in the United States would move to this valley if the freight rates were favorable. Under present conditions and costs of shipping manufactured merchandise out of this valley, he said, it could not afford to come.

A. S. Bliton reminded those present who were here a few years ago when the Blue Ledge mine was first opened to recall the prosperous conditions enjoyed in Medford as a result thereof. On this he predicated the belief that a railroad to that region would produce amazing results in general business revival.

A. J. Barton, of Joe Bar, represented the California communities interested in this proposition and said they are firmly and actively a unit in favor of the Medford project. A vote of thanks was extended to Captain A. J. Vance for contributing the use of the armory for the public meeting.

**WEDDING BELLS**  
Hubert Allen and Miss Claire Burris, both of Medford, were united in wedlock by Dr. J. C. Rollins, in this city on Monday, March 27. Both the groom and the bride are well known and popular young people of this valley and enjoy the acquaintance of a large circle of friends who extend sincere congratulations.

**Why Smoke Bit Cigars**  
When La Gondas are only 10c.

### EXPERTS DECLARE SWEENEY ALREADY PAID TOO MUCH

County Judge F. L. Tou Valle, who recently returned from Portland, where he was a witness for the county in the case of J. M. Sweeney vs. Jackson county, to recover \$85,000 extra on the Pacific highway construction, after having once signed a full settlement of account, states that from listening to the testimony he is firmly convinced that Sweeney has already been overpaid and is not entitled to anything.

Engineer Kyle testified for Sweeney, claiming that the adobe should be paid for as solid rock, though not so classified under the contract. He also claimed that the cuts measured more material than had been paid for, but the county proved that his examination was not thorough and that many of his estimates included slides occurring since Sweeney finished his work, which were removed by the state and county.

The county's engineering experts included former state highway engineer H. L. Bowley and F. L. Kittridge, engineer in charge of construction, both of whom testified as to the very liberal estimates allowed Sweeney.

T. A. Bedford, chief engineer of the California state highway department, testifying as an expert, said that he had gone over the work, classified and measured it. The total figures he arrived at were \$4000 under those arrived at by the county's engineers. In his opinion the contractor had been very liberally dealt with.

N. D. Miller, of St. Paul, and chief engineer during the construction of the North Bank railroad, was another expert witness in behalf of the county. His testimony was on the same lines as that of Engineer Bedford, only he found that the county had overpaid to the amount of approximately \$7000. His figures were \$3000 under those of Bedford.

The county has also introduced evidence claiming that a final settlement was made with the contractor nearly one year ago, calling the clerks from the highway office at Salem and submitting the vouchers, signed by Mr. Sweeney in full settlement.

Statements that the county court had agreed to make a compromise with Sweeney on March 25, 1915, were disproved by the testimony of the judge and commissioners, and by the introduction of county records, showing the adoption of an order by the county court March 15, 1915, rejecting compromise and sustaining the action of the engineers.

The case has been on trial since February 21. Attorney A. E. Reames representing the county against a dozen attorneys representing Sweeney and the banks, to whom he assigned his claims. Judge Tou Valle reports that Mr. Reames is more than holding his own.

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### STEPS TO ASSIST FUNSTON IN SHIPPING SUPPLIES TO FRONT

WASHINGTON, March 28.—Administration officials today were taking steps to aid General Funston in overcoming difficulties met with in keeping open a 200-mile supply line to the American forces in Mexico.

Realizing that it may require a week or more to perfect the proposed protocol with the de facto government covering the use of the Mexican railways and other matters concerning the international chase for Villa, officials were preparing first, to press for prompt disposition of the railroad request as a separate issue, and secondly, to send General Funston enough motor vehicles with which to maintain an adequate supply system. It is planned to establish supply depots at intervals along the lines of communication, each to be fed by the one immediately in its rear, and the border end of the supply line to maintain constant vigil.

Carranza's suggestions as to modifications and additions to the proposed protocol as worked out here were under consideration at the state department today. It was stated that further interchanges with the first chief may be required.

In the meantime it is said Carranza's desire to delay replying to the request for the use of the railways until the protocol has been agreed to.

Latest official reports at hand indicate that General Pershing's advance base is in the region of El Valle, and that Villa, who is reported to have got through the network of Carranza troops, is far to the southward.

### CARSTEN EXPOSES COALITION CABINET

LONDON, March 28.—The morning newspapers give prominence to the announcement that Sir Edward Carson is restored to health and that he will mark his return to parliament by presiding over the conservative party's war committee.

The Morning Post believes Sir Edward intends to form and lead an opposition to the coalition government. The newspaper wishes him success in the venture and says: "Nobody can say the country is satisfied with the way it is now governed. The coalition still has an obedient parliament and the whole power of the nation at its back but it is so weak that it exists only because no alternative has yet been organized. We attribute the durability of the coalition government to the fact that it has imbibed the spirit of the English people. The nation is conscious of a certain lack of leadership."

### MINERS PERISH BY EXPLOSION IN BLUEFIELDS MINE

BLUEFIELD, W. Va., March 28.—An explosion occurred this morning in the east entry of the King Coal company's mine at Kimball, near here. Four dead already have been taken from the mine and it is feared others have been killed.

Soon after the dead had been located, rescuers found four other men, all badly burned, who were brought to the surface. Other rescue parties were quickly organized and entered the mine.

The explosion occurred in the northeast entry and early reports said it was violent. It was not known just how many men were affected by the blast.

A hurried canvass of the town showed 190 miners were missing, and at the mine it was said they probably were trapped behind masses of coal and slate blown down by the explosion, as the section where they were employed was not thought to be directly affected. The afterdamp was said to be heavy and constituted a danger from which they might not escape.

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**Take This Case for Instance.**

Beaver, Oregon.—"I was suffering longer than 12 months with asthma, bronchitis and sore throat. I had a very bad cough, difficulty in breathing, tightness about the chest; could not sleep; had no appetite; was always tired. I was running down, from 135 pounds to 117. Every one told me I must die. I started to use the 'Golden Medical Discovery,' and with the best of results. I used three bottles, which cured me. I have no asthma, no cough, no sore throat, no difficulty in breathing any more now. Bronchitis is gone. I thank Dr. Pierce for his kind advice."—MRS. THERESA TOTZAUER.

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