

NO COIN SPENT BEFORE PEOPLE VOTE APPROVAL

To the People:

There seems to be an impression among a considerable portion of the citizens of Medford that the election tomorrow finally determines the matter of a contract for the construction of a railroad to the Blue Ledge. This is a mistake. The only thing that will be before the people tomorrow will be the question of amending the charter so that the city council, if a proper contract can be procured for the construction of the road, shall be authorized to enter into such a contract for that purpose.

In other words, the city council, under the provisions of this charter amendment, may accept proposals for the construction of the road and may also enter into a contract for the construction of the road; but before this contract shall be binding upon the city the charter must be voted upon by the people of the city and must receive a majority of the votes cast before it can be binding upon the city. Therefore, the people should not hesitate to approve by a large majority the proposed charter amendment, for before one dollar of their money can be expended in the construction of the road this expenditure must be approved by a majority vote of the people of the city of Medford at a special election for that purpose.

C. E. GATES URGES VOTES FOR BONDS

To the People:

Are you going to be indifferent about the proposed railroad to the Blue Ledge mines? Just stop and consider for a moment what this road would mean to Medford. For years we have heard the cry that all this town needs to renew the old-time prosperity is a road to the Blue Ledge. Doubtless some of you remember what effect it had upon the town when the mines were in operation a few years ago. Mr. Bullis agrees to put several hundred men to work immediately to build the road. Mr. Towne, owner of the Blue Ledge mines, guarantees to mine and ship at least 150 tons of ore per day, beginning immediately upon the completion of the road.

What is Required of Medford. Loan its credit to Mr. Bullis to the extent of \$200,000. In other words: Vote a bond issue of \$200,000. The proceeds to be used in building a railroad toward the Blue Ledge as far as this amount will build. Mr. Bullis is agreeing to build the rest of the road himself. He also agrees to lease the city's part of the road for a sufficient amount to pay all interest on the bonds, taxes, insurance, and, in fact, all expenses connected therewith. So that Medford will not be called upon to pay additional taxes to take care of the interest and other expenses. Mr. Bullis also agrees at the end of five years to buy the road for \$200,000, payable in equal yearly payments. Where can Medford lose? Surely this is one golden opportunity for us to begin a new Medford, a better Medford and a greater Medford. Help Medford and yourselves by voting for the bond issue, Tuesday, May 23, 1916.

ASH ANSWERS MEDYNSKI ON RAILROAD ISSUE

To the Editor:

I was surprised to read former councilman Mr. F. Medynski's article expressing his views regarding the bonding of a railroad for the city of Medford for the purpose of developing the country adjacent to this city which leads to the Blue Ledge mines.

The Pacific & Eastern railroad is not a paying proposition simply because such men as he, who are supposed to have the capital and the interest and the welfare of the community at heart are so short sighted as not to know that while the railroad is in operation, and the facilities for making it a paying proposition are on hand, they do not take advantage of them, and manufacture and utilize the timber, whereby the railroad would derive a revenue sufficient to pay the operating expenses.

Does Mr. Medynski expect the railroad company to go into the lumber business? Why does he not take a chance with other men like him who have the capital and build sawmills? Then the railroad would pay.

Mr. Medynski talks about the owners of the Blue Ledge building a railroad. I would ask him whether the "Bobtail" mine, which has been operating for sixty years in Central City, Colorado, built their railroad? No! But when the railroad was built the mines of Blackhawk, Nevada and Idaho Springs were opened up and were feeders for this road.

When Stratton struck the Independence and Gold Hill, now Cripple Creek, there was no railroad, and the mining company did not build it. When Tabor struck the Little Pittsburg in California Gulch at Leadville there was no railroad there. Did the mining company build that road? No.

When the mines were struck at Silver Cliff, Querida and Rosetta the railroad went as far as Canyon City, but when these mines were struck the railroad was extended to Silver Cliff, and not done by the mining company.

Did the mining companies build the road from Tekoa to the Coeur d'Alenes, which tapped the mines of Gardner, Wallace, Burke and Mullen? Did the mining companies build the road to Murray, Idaho? No! Did the mining companies build the road from Spokane to Rosland, which tapped the mines of British Columbia? No! The only mining companies that I know of that ever built their own railroad were the Guggenheims on the big copper properties in Alaska, and they built a line to the coast, and had no other road to pay toll to.

It seems to me that if Mr. Medynski would stop to think he would come to the conclusion that were it not for the fact that the Blue Ledge mine was developed that his income from the realty he owns in this city would not be one-quarter of what it has been, and even if he had to pay his pro rata of the interest on the bonds that the city of Medford would have to pay, which I am sure will not be the case, it would not be 5 per cent of the monetary benefits he has already received in income through the development of the Blue Ledge. Were it not for the operation during the course of the opening of this mine, the city of Medford today would not be much larger than the adjacent town of Central Point.

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Malted Milk
The Food-Drink for all Ages
Rich milk, malted grain, in powder form. For infants, invalids and growing children. Pure nutrition, upbuilding the whole body. Invigorates nursing mothers and the aged. More nourishing than tea, coffee, etc. Substitutes Cost YOU Same Price

GRIZZLIES' HIKE TO BALDY'S SUMMIT MOST ENJOYABLE

Undaunted by threatening weather conditions, a good sized group of Medford Grizzlies yesterday made the ascent of Baldy, the foothill to the east of Phoenix. The trip was made on foot from Main and Central streets to the summit, and then down the opposite slope to Phoenix, a total distance of about fourteen miles. At Phoenix a bus awaited the travelers for the home stretch. The first lap ended in a natural park 400 feet from Baldy's summit, which has been dubbed by the Grizzlies Camp III Jinks. There luncheon was spread and huge pots of the far-famed Grizzly coffee was brewed over the camp fire. Appetites sharpened by the tang of the morning air and by the stimulating exercise were finally appeased, and after an hour of relaxation the final ascent of the summit was made. From this lofty height the hikers were rewarded with such a magnificent panorama of the valley as is rarely surpassed.

The descent led through a region of intense geological interest, the marvelous caves and natural stone castles of Quigley Rocks being explored and examined. Credit for the success of the day's outing is largely due to the efforts of the committee, Mr. and Mrs. McKee and Mr. and Mrs. Bunce. Yesterday's trip was in a measure a warning up for the conquest of Grizzly peak, to be made next Sunday. All members are required to attain this height to qualify for full membership in the Grizzly society. All are urgently invited to swell the crowd on this occasion, and those interested may communicate with the chairman of the committee for that trip, Cole Holmes.

WASHINGTON, May 22.—The supreme court today reversed the Tennessee federal courts which refused to confiscate, on petition of the government, forty barrels of coca cola as violating the federal pure food law, and sent the case back for presentation to a jury to determine whether caffeine contained in coca cola is injurious to health.

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Something about shapes.

This is the exact size and shape of the finest cigar that comes from Cuba. It sells at 50c each.

This is the exact size and shape of another Havana cigar, almost as fine, that sells for 30c each.

This is the exact size and shape of the OWL, the Million Dollar Cigar, that sells for 5c.

The makers of the highest-priced cigars—men who receive as much as 50 cents for a single cigar—favor the square-end shape. Why? Because the square-end shape yields the highest percentage of smooth-burning, satisfying smokes to the smoker—that is why we make the OWL in the square end shape.

OWL CIGAR 5c The Million Dollar Cigar

M. A. GUNST & CO. INCORPORATED

Silk Dresses, Worth Regular \$19.50 to \$25, Special \$14.50 FIFTEEN DRESSES IN THE LOT

Smart in every detail are these Silk Dresses, yet simple enough for street wear. Materials are taffeta and poplins, combined with Georgette crepe for the sleeves and yoke. Skirts are full, some cut circular, others double tier effect. No two alike, many of the lot are sample dresses bought from a salesman's sample line, in size 36, others in larger sizes, colors are brown, blue, old rose, and black, on sale Tuesday **\$14.50** at



THE POPULAR MIDDY BLOUSE, 98c, \$1.25
A big range of White Blouses, some with belts, others plain with colored collars, also the wide awning stripes of blue, tan and pink, all sizes.

LINEN WAISTS \$2.50
The very popular waist for immediate wear, to be worn with sport skirts, long sleeves, semi-tailored styles, with nobby patch pockets and trimmed with pink, blue, lavender and green.

WHITE AND COLORED CORDUROY SKIRTS \$3.50
Copenhagen, gray, sand, rose, canary and maize, full flare bottom, large pockets, buttoned with large pearl buttons, all sizes and lengths, and corduroy will be much worn this season.

DOLLAR SILK STOCKINGS
In all the wanted plain colors and unquestionably the best stocking at one dollar we could possibly buy, and in view of the rising cost of silk, we consider these stockings at one dollar an extra good value.

It is Now Fashionable to Be Sensible

It is no longer stylish to wear a flimsy, non-supporting "corset" that emphasizes a bad figure and spoils a good one.

Nemo Self-Reducing Corsets
Priced from \$3.50 Upward

Nemo Self-Reducing Straps greatly lighten a heavy figure, by gentle auto-massage; support the abdomen; Nemo "bridge" construction promotes deep breathing.

There is a Nemo model for every figure. We have the new Body-Training Nemo Military-Belt Corsets on sale. Ideal for slender and medium figures.

Are you reading this series of corset talks? Watch for the next one.

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HOCHAMBEAU
Imported Percheron Stallion owned by Walter Kitta will make the stand at Janey's barn Ashland, Monday and Tuesday, Talent Wednesday and Thursday; Vinson Barn Friday and Saturday.

Pimples Disappear
There is one remedy that seldom fails to clear away all pimples, black heads and skin eruptions and that makes the skin soft, clear and healthy. Any druggist can supply you with zemo, which generally overcomes all skin diseases. Acne, eczema, itch, pimples, rashes, black heads to most cases give way to zemo. Frequently, minor blemishes disappear overnight. Itching usually stops instantly. Zemo is safe, clean, easy to use and dependable. It costs only 25c; an extra large bottle, \$1.00. It will not stain, is not greasy or sticky and is positively safe for tender, sensitive skins. Zemo, Cleveland.

TWO TRIPS DAILY
—BETWEEN—
MEDFORD and EAGLE POINT
S. H. Harnish's auto will leave Eagle Point at 8 A. M. and 1 P. M. daily, except Sunday; leave Medford 9 A. M. and 5 P. M. Will call for passengers at hotels in Medford and hotels and business houses in Eagle Point.
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Prices for framing are very moderate, ranging from 75c to \$2
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Moderate rates
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