

# BOND BOOSTERS HOLD RALLY TO HELP RAILROAD

### Parade Is Followed by Mass Meeting at Nat. Where Speakers Point Out Advantages of Voting Bonds and Ratifying Bullis Contract for Railroad to Blue Ledge Mine.

"From Medford to the Sea." Such was the slogan carried by the leading car in last night's boosters' parade. The band, Company 7, sixty cars, numerous floats, pedestrians and horsemen following in its wake endorsed the legend by their presence.

Eight cars were in line from Jacksonville, carrying such banners as "Jacksonville lost a railroad once; she's looking for it now," and "Let 'em back, we'll vote yes, anyhow." Among the Medford banners were "Mines and mills mean money," "The valley needs the fertilizer," "Medford's greatest asset is the Blue Ledge camp, if operated."

Features of the parade were the Blue Ledge special, driven by George Gates, a float carrying a dinner table, and following it, with a mighty pounding, was the knackers' brigade, wielding the hammer and whittling sticks.

### Meeting at Nat.

A large crowd lined the streets to witness the procession, and at its close followed to the Nat. where the speaking of the evening took place. About 400 people listened to the opening address of Mrs. C. L. Schieffelin, president of the Greater Medford club, who in a few well chosen words declared that this was the occasion for the club to really live up to its name, to really be a Greater Medford club. She then introduced A. L. Hill, president of the Commercial club, who summarized the steps leading to the railroad plan in its present form.

Mr. Bullis, he explained, met members of the Commercial club in Yreka last February and later conferred with representative men from the coast counties. Shortly after this the Five Counties Association was formed to further the building of the road. Speaking of the question as to whether a railroad can be put through to the coast, after explaining that the tunnel necessary to get over the low pass would be no higher and much easier to construct than that in the Siskiyou, Mr. Hill said: "We all know that a railroad can be put through anywhere, and putting this one through will put Medford on the map."

### Gates Addresses Crowd.

Following Mr. Hill on the roster of speakers was C. E. Gates, who opened his address with the explanation that he was going to talk as a business man and view the situation in a business light.

"Transportation, or rather the lack of it," said Mr. Gates, "is the only thing holding Medford back, and Medford business men are coming to believe that something radical must be done or the city will stay in a business rut for the next twenty years."

"Mr. Bullis is not going to sell out to the S. P.," he continued, "neither is he even going to buy his rails from that company. He is spending \$122,000 of his money in New York now for rails. That sum will be the additional security that will be given the city of Medford. This road cannot be surveyed, graded and the ties laid for \$10,000 per mile. The money that it will run above that figure will be paid by Mr. Bullis from his own pocket."

### Utterior Motives Alleged.

Analyzing the opposition to the railroad, Mr. Gates said that Mr. Neff is the lawyer of Twoby Bros. and that as such he is endeavoring to keep the field to the Blue Ledge and the coast open for the Grants Pass line. Others, he said, once boosted and now are the worst knackers, because of personal motives.

reason for no blueprints and surveys being made, he said that Mr. Bullis would not make them without definite assurance that the road will be constructed, as the survey alone could not be made for less than \$20,000. As to the prospect for operations being started in the Blue Ledge, Mr. Thomas read the following telegram:

### Telegram From Bullis.

"Chicago, Ill., July 7, 1916.  
"Attorney C. M. Thomas,  
Medford, Oregon.

"Had most satisfactory interview with Mr. Towne and his staff in New York. Their Mexican operations, employing 8000 men, entirely shut down; and the organization from there is most eager to start Blue Ledge work. We can depend on big operation being started concurrently with railroad. Will get there Tuesday, S. B. BULLIS."

"There is a 'secret understanding,' Mr. Thomas continued, 'but only because the opposition forced such a proceeding. This permits a bond of \$30,000 to pay taxes on the road until it is in operation. 'The contract for repurchase,' he concluded, 'will be executed on the day it is presented. The people of Medford will compel the council to present this contract at the proper time. Mr. Bullis trusts the people of Medford to do the square thing with him as he will do with them. If there is such an amicable understanding and faith between Mr. Bullis and the people of Medford, a road from Bend to the coast is a certainty.'"

### Crews on Contract.

Judge W. E. Crews following, compared the present state of Medford with that of Grants Pass and Ashland, where the citizens have had the faith to issue bonds for public improvements. These towns, he said, are making tremendous strides, while Medford is in a state of stagnation.

The increased population and increased property valuation will more than offset the increased taxes so that there will really be no higher tax rate than at the present time. The series of questions printed in last night's Mail Tribune, Mr. Crews dismissed as silly, and told the questioner to ask any schoolboy for the answers. Mr. Towne's telegram, he explained, answered the question as to whether the mines would be operated, and as to the question as to whether the railroad will relieve the financial stringency Mr. Crews pointed to the cases of Grants Pass and Ashland.

"The present contract," he concluded, "is as simple and fair as one may well imagine, and I consider the city will be more than sufficiently safeguarded under it."

### MILITIA SYSTEM WEAK

(Continued from page one)

physical disability were very large—many were found to be under age, under height and under weight.

"These conditions obtain very largely throughout the country. I understand that the creek cavalry regiment of Illinois got to Springfield with twelve horses for 1200 men and at last accounts were awaiting horses. One account I saw said that 63,000 horses would have to be purchased by the federal government at once."

### Bank and File Blameless.

"These conditions, certainly are not the fault of the rank and file of the men who are giving up their evenings and their vacation time at summer to attend drills and camps of instruction. They are not due to lack of help on the part of the regular army officers, who have done all they could for the guard. They are due very largely to waste of government and state funds, and waste, theft and destruction of equipment. Politics and pork are huge in the guard. Political office holders, appointed by governors, have not performed their duties properly. The war department records show that more than a million dollars' worth of equipment supposed to be used for training, equipping and training the militia, has been lost or destroyed through carelessness and neglect and lax methods of accountability, in a period of three years. All the war department can do is to cut off federal funds to make up for the federal property that has been lost or stolen, and the net result is thus still less equipment for the guard."

"Worse than this, the militia state politicians have actively lobbied to prevent proper legislation by this congress. I have a letter which I shall read to the senate, signed by A. B. Cristfield of the Ohio national guard, in which he urges the Ohio militia to get into politics and elect only millionaires to office."

"If the militia is to become a new and enormous pork barrel, the dangers will be many—not the least will be the fact that this kind of preparedness will prevent adequate and proper preparation against the dangers to which the country is exposed."

# CHAUTAUQUA OPENS WITH CONCERTS BY CHORAL SOCIETIES

ASHLAND, July 8.—The 24th chautauqua assembly opened auspiciously yesterday with two grand concerts by the dual choral societies of Medford and Ashland, afternoon and evening. There was also an introduction of class leaders. Added interest to the event was due to the fact that the singers of both towns are so well and favorably known in the twin cities. "Superlative" was the qualification bestowed upon the initial entertainment of the course, a scene which will be replete with many other first-class attractions. The following was the program:

"Hall, Bright Abode," Tannhauser Wagner  
Kyrie, "Mass St. Cella," Trio Gounod  
Solo, "Elegie," Violin obligato Massenet  
Gloria, "Mass St. Cella," with Trio Gounod  
Mrs. Guy Childers, Forrest Edmeads, W. F. Isaacs.

Duet, "The Passage Bird's Farewell" Hildaeh  
Mrs. Sylvia Provost, Miss Mary Young  
List the Cherubic Host "Holy City" Gail  
Ladies Chorus and William Vawter  
Legretto 2d Symphony, Trio Beethoven  
Venitia Hamilton, Irene Sullivan, W. Carleton James.  
Song of the Triton Molloy  
Dawn Now on the Hills, Saint Saens  
son and Deliah Saint Saens  
"O, for the Wings of a Dove," Solo and Chorus Mendelssohn  
Miss Florence Hazelrigg  
Violin Solo, (a) "Meditation from Thal's" Saint Saens  
Valse Serenade Mr. James W. Carleton James.  
Sanctus, "Mass St. Cella," Solo and Chorus Gounod  
Mrs. Geo. Andrews.  
Members of the Chorus.  
Soprano—Lulu Mundy, Alice B. Scudder, Letha English, Mrs. George Andrews, Ruth Warner, Willie Howard, Marian Gould, Florence Hazelrigg, May McDonough, Mrs. Guy Childers, Mrs. B. Wells, Mrs. Winfield Bailey, Mrs. A. C. Meeker, Mrs. J. J. Wilkinson, Frances Ache, Sadie Lacy, Mrs. Guy Palmer, Lillian A. Provost, Dorris Bagby, Olive McGee, Elizabeth Norris, Elizabeth Rand, Blanche Provost.  
Alto—Edna Isaacs, Kitty Lange,

Margaret W. Gallagher, Mrs. W. E. Brayton, Mrs. J. M. Greasley, Halzie E. Gore, Mrs. E. B. Coffin, Mrs. A. L. Hill, Elizabeth Mundy, Natalie E. Strickland, Mary Young, Bernice Rasor, Ethel Davenport, Orra Coffman.  
Tenors—Walter Mundy, E. E. Gore, Forrest Edmeads, Nolo L. Lindley, E. W. Hunter, C. A. Meeker, H. A. McDonough, A. L. Hill, W. Valentine, C. McCurdy, Earl L. Rasor, J. H. McGee, Clark Bush, G. E. Dana, L. G. Grieve, F. P. Keene.  
Bass—W. H. Gore, William B. Hamilton, W. F. Isaacs, S. V. Beekwith, William Vawter, J. Percy Wells, Ed Andrews, Mr. Clark, Hal Harrington, Carl H. Loveland, A. L. Strickland, J. W. McCoy, Roy Walker, D. E. Hand, H. A. Carnahan, Wm. DePeatt, J. A. Graham.  
Today is Sunday school day with a valley and street parade, also a basket dinner in the park. The morning was devoted to fraternizing with relatives and a "sing." Tonight the Comus Players will be present in scenes from Shakespeare, supplemented with the play, "Carson of the North Woods," a production of strong moral tone.  
Chautauqua park has already assumed its customary appearance of the tent city, campers being out in larger force than ever.

# AUTO PLUNGES INTO BEAR CREEK

When D. T. Lawton turned his car out to pass a team where the highway runs close above the banks of Bear creek, two miles this side of Ashland, at 10:30 this morning he found another car coming from the opposite direction almost upon him. Rather than collide, he turned the machine again to the side and the car plunged thirty-five feet to the creek, turning over twice in the descent and landing right-side up in the water. Mr. Lawton landed in six feet of water and had to swim out. Percy Wood was also thrown into the water, as was his 6-year-old son, Denny. The little fellow was nicked up unconscious floating in the water, and was resuscitated with great difficulty. However, none are now the worse for the accident.  
Mr. Lawton classed the incident as purely an accident, with no one at fault.

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# Federal Inquiry or Railroad Strike?

Faced by demands from the conductors, engineers, firemen and brakemen that would impose on the country an additional burden in transportation costs of \$100,000,000 a year, the railroads propose that this wage problem be settled by reference to an impartial Federal tribunal.

With these employes, whose efficient service is acknowledged, the railroads have no differences that could not be considered fairly and decided justly by such a public body.

## Railroads Urge Public Inquiry and Arbitration

The formal proposal of the railroads to the employes for the settlement of the controversy is as follows:

"Our conferences have demonstrated that we cannot harmonize our differences of opinion, and that eventually the matters in controversy must be passed upon by other and disinterested agencies. Therefore, we propose that your proposals and the proposition of the railroads be disposed of by one or the other of the following methods:

1. Preferably by submission to the Interstate Commerce Commission, the only tribunal which, by reason of its accumulated information bearing on railway conditions and its control of the revenue of the railways, is in a position to consider and protect the rights and equities of all the interests affected, and to provide additional revenue necessary to meet the added cost of operation in case your proposals are found by the Commission to be just and reasonable; or, in the event the Interstate Commerce Commission cannot, under existing laws, act in the premises, that we jointly request Congress to take such action as may be necessary to enable the Commission to consider and promptly dispose of the questions involved; or
2. By arbitration in accordance with the provisions of the Federal law" (The Newlands Act).

## Leaders Refuse Offer and Take Strike Vote

Leaders of the train service brotherhoods, at the joint conference held in New York, June 1-15, refused the offer of the railroads to submit the issue to arbitration or Federal review, and the employes are now voting on the question whether authority shall be given these leaders to declare a nation-wide strike.

The Interstate Commerce Commission is proposed by the railroads as the public body to which this issue ought to be referred for these reasons:

- No other body with such an intimate knowledge of railroad conditions has such an unquestioned position in the public confidence.
- The rates the railroads may charge the public for transportation are now largely fixed by this Government board.
- Out of every dollar received by the railroads from the public nearly one-half is paid directly to the employes as wages; and the money to pay increased wages can come from no other source than the rates paid by the public.
- The Interstate Commerce Commission, with its control over rates, is in a position to make a complete investigation and render such decision as would protect the interests of the railroad employes, the owners of the railroads, and the public.

## A Question For the Public to Decide

The railroads feel that they have no right to grant a wage preferment of \$100,000,000 a year to these employes, now highly paid and constituting only one-fifth of all the employes, without a clear mandate from a public tribunal that shall determine the merits of the case after a review of all the facts.

The single issue before the country is whether this controversy is to be settled by an impartial Government inquiry or by industrial warfare.

### National Conference Committee of the Railways

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