

MEDFORD MAIL TRIBUNE

AN INDEPENDENT NEWSPAPER PUBLISHED EVERY AFTERNOON EXCEPT SUNDAY IN THE MEDFORD PRINTING CO.

Office, Mail Tribune Building, 25-27-29 North Fir Street. Phone 74.

A consolidation of the Democratic Times, The Medford Mail, The Medford Tribune, The Southern Oregonian, The Ashland Tribune.

The Medford Sunday Sun is furnished subscribers desiring a seven-day daily newspaper.

ROBERT BUIHL, Editor S. S. SMITH, Manager.

SUBSCRIPTION TERMS:

BY MAIL—IN ADVANCE: Daily, with Sunday Sun, year, \$16.00 Daily, with Sunday Sun, month, \$1.50 Daily, without Sunday Sun, year, \$12.00 Daily, without Sunday Sun, month, \$1.00 Weekly Mail Tribune, one year, \$1.50 Sunday Sun, one year, \$1.50

BY CARRIER—in Medford, Ashland, Jacksonville, Central Point, Phoenix Daily, with Sunday Sun, year, \$17.50 Daily, with Sunday Sun, month, \$1.50 Daily, without Sunday Sun, year, \$12.00 Daily, without Sunday Sun, month, \$1.00

Official paper of the City of Medford, Official paper of Jackson County.

Entered as second-class matter at Medford, Oregon, under the act of March 3, 1879.

Sworn daily average circulation for six months ending April 1919—3,974

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Ye Smudge Pot By Arthur Perry

The railroads are returned to their owners today, after two years under the tender care and guidance of Mr. Wilson, et al. The net result is a deficit of \$750,000,000, and government ownership of public utilities knocked kicking. Mr. Hines, director-general of the railroads alleges that he thinks "both the nation and the railroads benefitted." A very pleasant time was had by all.

The New York citizen charged with the theft of \$5,000,000 is still loose. A citizen with sufficient brains to steal that much, ought to be able to keep out of the way of the police for a few days.

THE LITIGANTS DEMUR Marriage Licenses

Order, Inventory and Appraisement. Ernest J. Vailencom and Hilda M. Serrent.

Ernest R. Jones and Ora Edith Haugdale.

Henry M. Goddard and Edythe Anderson.

(Rights of discovery of above belong to Fred Champlin, Foots-Creek kid).

Oliver Harbaugh of Jacktown Saturday in the city. Oliver is 90 years old his next birthday.

If you follow the military situation in Poland, you are aware that it takes three minutes to tell the world of a victory over the Bolshevik and three weeks to tell about a defeat.

"Money Desire on Ebb," says a college prof, in a recent issue of the Lit. Dig. "The desire for money is ebbing so fast that where they used to knock a man in the head for a dime, they now murder an old woman for a nickel."

The main wailing post of Democracy in the state of Oregon is the "Letters From the People" column in the Portland Journal.

March came in like a lion, which is an unfulfilling sign that it will depart like a tom cat.

Candidates for the presidency whose campaign literature describes the beauty of their wives, know that beauty is a great help in a Mexican crisis.

AMERICAN TELEPHONE PROFITS INCREASE

NEW YORK, Mar. 1.—Net earnings of the American Telephone and Telegraph company for 1919 amounted to \$60,243,388, compared with \$54,293,017 in 1918, according to the annual report issued today. This gain was made despite an increase in operating expenses of almost \$5,500,000.

Surplus increased from \$8,671,922 to \$9,049,457. Interest charges amounted to \$15,847,596, compared with \$10,391,695 in 1918.

ROBUST CHILDREN

A child should not look pale, thin or worn. Such condition denotes malnutrition. To keep up growth and robustness a child needs a plenitude of food rich in vitamins.

SCOTT'S EMULSION

abundant in growth-promoting properties, is an ideal supplemental food that could well be a part of the diet of every growing child.

IS PUBLIC OWNERSHIP DEAD?

THE RETURN of the railroads to private ownership is a long step toward public ownership.

For the railroads don't go back to the status quo ante. They go back with the President of the United States their big boss.

They go back with the powers of the Interstate Commerce Commission materially increased.

They go back with the government guaranteeing a standard return for six months and five and one half per cent for two years.

More than that they go back with the railroad that makes over six per cent returning that excess profit, half to a reserve fund and half to a contingent fund for loans to weaker roads.

Finally, and most important, they go back with the government compelling compulsory arbitration in labor disputes.

Comparing the status of American railroads under the new railroad bill with their status before the war, and none can fail but see the great advance toward government ownership. Virtually all that has been given up, in fact, is government operation. When Uncle Sam takes upon himself the obligation of limiting the profits, rates, and liabilities of railroads, owning the railroads is largely a technical detail.

So those who see in this return to private ownership the final dissolution of government ownership are blind to the signs of the times, and blind to the essentials of the present situation. The time for government ownership and government operation combined has not come yet. It will probably not come until the American people take as much interest in the efficiency of public as of private business.

But the gradual evolution toward public ownership is plain. The man who wants to make his reputation as a prophet can play fairly safe by predicting that public ownership of railroads in fact will be established in less than,—Oh, twenty years.

PRESIDENT SHOULD EXPLAIN

THE AVERAGE person can't go into the details of a peace treaty very deeply. Unless some one in authority speaks up soon the rights and wrongs of the present dead lock will be entirely a matter of partizan emotion.

From all accounts President Wilson is himself again. If so, we hope in the interest of intelligent judgment, he will take the people into his confidence and state in words of one or two syllables, just why he can't accept the Lodge reservation to Article Ten.

A vast majority of right-minded people take little stock in the political clap-trap on either side. They hesitate to believe President Wilson would sacrifice his treaty and league of nations to shallow pride, they also hesitate to believe that all opposition to the President's attitude is political skulduggery and personal spitefulness. They are strongly inclined to believe there is a means of truthful accommodation between these extremes.

A few words from the White House now as to the precise situation would therefore be of supreme value and importance. We don't circulate very extensively in Washington and our influence upon the White House would be questionable if we did. But there are some good local democrats who are said to have, if not the ear of the President at least the ear of one or two of his advisers. We wish they would send along the hint.

How much a statesman is like Santa Claus! We build our own roads, pay our own police force; attend to all the details of making the country prosperous, and give the statesman credit. We all know the statesman is a fraud, yet we whoop it for him in November as enthusiastically as we whoop it up for Santa Claus in December.—Erl Howe in Portland Telegram.

News print is now nine cents a pound, four times what it was two years ago. Now the meat trust is busted, Mr. Palmer better get after the wood pulp combine.

\$3,000,000 SUGAR BEET RANCH AT KLAMATH FALLS

KLAMATH FALLS, Ore., Mar. 1.—The Weed ranch of 30,000 acres on Upper Klamath lake has been sold by the Weed heirs to D. P. Doak, San Francisco millionaire, who plans to develop it as a sugar beet ranch, according to a San Francisco newspaper. Ultimately, Doak is credited with saying, \$3,000,000 will be spent in developing the property as one of the biggest beet producing farms in the country.

Doak has already made a deal with John D. and A. B. Spreckles by which these well known beet sugar refiners intend to erect a \$1,000,000 sugar factory on the ranch. Experts of the Spreckles system will build an experimental station on the property.

The Weed ranch is part of the reclamation district in process of organization by Doak & Brown. Plans for organization are laid, surveys made, and the machinery ready to start diking this spring. The development of the property as a sugar beet ranch will doubtless come closely on the trail of the dredgers.

Transportation is one of the factors in the deal that will be of interest to Klamath Falls. There is a possibility that the operators may find it more feasible to ship their product via this city, bringing it

down the lake on barges from the plant. Or it may be that a S. P. spur will be built around the lake from a point on the Kirk line some where above Lamm's mill, an operation attended with some engineering difficulty on account of the marshy nature of the ground. There are also other rail possibilities.

ASK FOR and GET Horlick's The Original Malted Milk For Infants and Invalids Avoid Imitations and Subst. utior

Jacksonville—Medford INTERURBAN AUTOCAR CO.

Schedule from Jan. 14, 1920, Daily Except Sunday.

Leave Medford: 7:10 a. m., 8:00 a. m., 9:00 a. m., 10:00 a. m., 11:00 a. m., 12:00 noon, 1:30 p. m., 2:30 p. m., 3:30 p. m., 4:30 p. m., 5:30 p. m., Sat. only 7:30 p. m., 9:30 p. m., Sat. only 10:30 p. m.

Leave Jacksonville: 7:30 a. m., 8:30 a. m., 9:30 a. m., 10:30 a. m., 11:30 a. m., 1:00 p. m., 2:00 p. m., 3:00 p. m., 4:00 p. m., 5:00 p. m., 7:00 p. m., Sat. only 8:00 p. m., Sat. only 9:50 p. m.

Sunday Only Leave Medford: 9:00 a. m., 10:30 a. m., 12:00 noon, 2:30 p. m., 4:00 p. m., 5:30 p. m., 7:00 p. m., 9:30 p. m., 10:30 p. m. Leave Jacksonville: 9:30 a. m., 11:30 a. m., 2:00 p. m., 3:30 p. m., 5:00 p. m., 6:30 p. m., 7:30 p. m., 9:50 p. m.

Office and waiting room No. 5 S. Front, Nash Hotel Building, Jacksonville waiting room at Reter's Confectionery.

SOUTHERN PACIFIC COMPANY

To the Public:

On Monday, March 1, 1920, the Southern Pacific Company resumed the operation of its lines which since January 1, 1918, have been under control of the United States Railroad Administration.

Your patronage is asked on the ground of our giving you in return the best service at our command, and in which we all, officers and employees, hope to earn your commendation.

Your consideration is asked because, with the passage of the new railroad bill by the Congress determining the public control over the railroads, we only now have in sight the end of a long period of great uncertainty in which it was impossible to plan for the future. In the period of readjustment following March 1st we rely upon your patience.

Your co-operation is asked in letting us have the benefit of your suggestions and counsel in connection with our service.

Wm. SPROULE, President.

GRASP THIS Oregon Gas and Electric Co. It's A Fact That It Is Well To Think About More Invalidism is caused by the demands of housework than by anything else.

The Dow Hospital Special attention given to surgical and obstretical cases. No extra charge for graduate nurses services. The most important person in this hospital is the patient. MEDFORD OREGON

Stenography Multigraphing Circular work of all kinds Mailing Lists Tunnell & Edwards 306-308 Liberty Building Medford, Oregon.

For Spring Canyon Utah Coal AND Dry Wood PHONE 242 WISEMAN & SCHEFFEL 531 S. Front St.

GIM CHUNG China Herb Store Herb cure for earache, headache, catarrh, diphtheria, sore throat, lung trouble, kidney trouble, stomach trouble, heart trouble, chills and fever, cramps, coughs, poor circulation, carbuncles, tumors, cracked breast, cures all kinds of gollers. NO OPERATIONS. Medford, Oregon, Jan. 15, 1917. This is to certify that I, the undersigned, had very severe stomach trouble and had been bothered for several years and last August was not expected to live, and hearing of Gim Chung (whose Herb Store is at 214 South Front street, Medford), I decided to get herbs for my stomach trouble, and I started to feeling better as soon as I used them and today am a well man and can heartily recommend anyone afflicted as I was to see Gim Chung and try his Herbs. (Signed) W. R. JOHNSON. Witnesses: Wm. Lewis, Eagle Point. W. L. Childreth, Eagle Point. M. A. Anderson, Medford. S. B. Holmes, Eagle Point. C. E. Moore, Eagle Point. J. V. McIntyre, Eagle Point. Geo. Von der Hellen, Eagle Point. Thos. E. Nichols, Eagle Point.

INTERURBAN AUTOCAR CO. Schedule from October 1, 1919. Daily (Except Sunday) Leave Medford— Leave Ashland— 7:10 a.m. 7:10 a.m. 8:00 a.m. 7:55 a.m. 8:25 a.m. 9:00 a.m. 9:10 a.m. 9:25 a.m. 10:00 a.m. 10:10 a.m. 10:40 a.m. 11:00 a.m. 11:30 a.m. 12:00 p.m. 12:45 p.m. 1:00 p.m. 1:25 p.m. 1:35 p.m. 2:10 p.m. 2:10 p.m. 3:00 p.m. 3:00 p.m. 3:45 p.m. 4:00 p.m. 4:25 p.m. 4:25 p.m. 5:30 p.m. 5:30 p.m. 7:00 p.m. 6:40 p.m. 8:40 p.m. 8:40 p.m. Sat. only 9:30 p.m. Sat. only 9:30 p.m. SUNDAY ONLY Leave Medford— Leave Ashland— 10:00 a.m. 9:00 a.m. 11:00 a.m. 11:00 a.m. 1:00 p.m. 1:00 p.m. 2:00 p.m. 2:00 p.m. 3:00 p.m. 3:00 p.m. 4:00 p.m. 4:00 p.m. 5:00 p.m. 5:00 p.m. 6:30 p.m. 6:30 p.m. 8:20 p.m. 8:20 p.m. Office and waiting room No. 5 South Front, Nash Hotel Building, Phone 309.

THE JACKSON COUNTY BANK Don't Wait for Your Ship to Come In— Row Out and Meet It \$5.00 deposited in a Savings Account will give you a start toward that ship. ESTABLISHED 1888