

CHILD FEEDING TO BE DISCUSSED IN MEETING SERIES

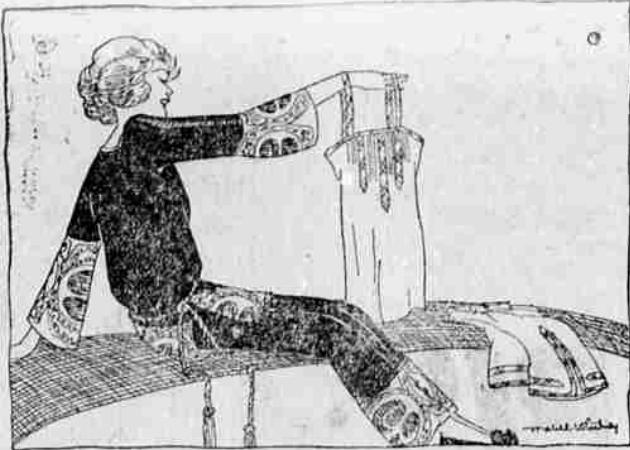
There is nothing more important to the child in keeping him well than the food suited to his age, say the child nutrition experts. So that every mother may have this information, and as a follow up to the previous child clinics held in Medford, Miss Florence Pool, the home demonstration agent, will hold six meetings at each of which one phase of child feeding will be discussed.

The first meeting will be held tomorrow afternoon at the public library at 3 p. m., and those wishing to have children checked up as to gain and weight and height should come between 2 and 4:30 p. m.

The discussions at these various meetings will be as follows: Introductory study on the nature of food and food requirements; prenatal feeding; the nursing period; food for the baby from one to two years; food for the pre-school child, two to six years; food for the older child, six to twelve years.

10,000 HOMELESS FLOOD AT SOFIA

SOFOIA, June 21.—Ten thousand persons have been made homeless by devastating floods which inundated the suburban district of Sofia, following rains Monday and Tuesday. No loss of life has been reported. There was much damage to livestock.



NEGLIGEE AND SPORTS SET

Black and jade green satin, embroidered in Chinese red and old gold, makes this intriguing negligee. The girle is old gold. For more strenuous occasions comes the set of vest and "step-ins" of fine dimity trimmed with gingham.

OPENING ROAD TO MARBLE CAVE TO BE CELEBRATED

Several Grants Pass citizens were in attendance at the Medford chamber of commerce Forum today and Mr. Updike gave a short talk on the celebration which is to take place the 25th and 26th of this month in observance of the opening of the road to the Marble Caves.

A number of Grants Pass citizens and many visitors from Portland and other cities will go into camp at the

mouth of Grayback creek on Sunday, the 25th and will go through the caves Monday. A radio set has been installed at the camp and a special radio program will be sent out by the Oregonian and the Seattle P. I. transmitting stations for the occasion. Several prominent men will attend the camp and give addresses at the camp fire and other interesting events are scheduled for the opening of the caves. Mr. Updike invited Medford people to attend the opening exercises and to co-operate in the development of the caves which now mean much toward the development of southern Oregon as a result of the road which has recently been completed. He stated that this scenic attraction was second only to Crater Lake as a natural wonder on the Pacific coast.

E. H. Hurd acted as chairman of the meeting and as Rev. Millard was absent Carl Tengwald volunteered to lead the singing with Herb Launsbach at the piano.

EXPLAINS RAILROAD DIVORCE

(Continued from page one)

companies such full, convenient and ready access to the bay and terminal facilities thereon that each company will be able freely to compete with the other, to serve public efficiently and to accomplish the purpose of the legislation under which it was constructed. And a like course should be pursued in dealing with the lines extending from San Francisco Bay to Sacramento and Portland, Oregon.

"Operation of the Central Pacific as an independent line would afford two competing railroads between San Francisco and Portland through joint and common use of separately owned tracks. Such an arrangement is in practical operation between Portland and Seattle, where three railroads are using the same tracks. It would not mean increase in rates or less service, but would reason just to the contrary.

"The possibility of further railroad construction through Eastern Oregon and competing lines between Oregon and California should be carefully studied and considered in the interest of state development."

The following is a statement by President Spruille of the Southern Pacific railroad on Pacific railroad acts:

"The Pacific railroad acts are referred to by Mr. Gray in his recent statement as to the attitude of the Union Pacific on the supreme court decision in the Southern Pacific-Central Pacific case and in which he expresses the desire of the Union Pacific to acquire the Central Pacific.

That desire is advanced with the suggestion that since the Union Pacific and Central Pacific were constructed under the Pacific railroad acts, these acts require a continuous line. The fact is congress contemplated that the through line might be operated in separate ownership by two companies for congress by the act of May 6th, 1870, fixed the common terminus and point of junction of Union Pacific with Central Pacific at a point near the station at Ogden within the limits of line sections of land described in the act, and authorized the two companies to enter upon and possess these lands in equal shares.

The Pacific railroad acts require simply that the line from Omaha to Ogden and from Ogden to San Francisco be operated as a physically connected line, not in the sense of ownership, but as a matter of not breaking the line by putting obstacles in the way which would prevent unobstructed movement. They were to be operated without discrimination of one road against the other, no matter who operated them. When the Union Pacific system in Mr. Harriman's time got control of the Southern Pacific the position of the Central Pacific was unchanged. The traffic was handled during that control and it has been handled since that control ended.

It is to be noted that when Mr. Harriman controlled both Union Pacific and Southern Pacific he never attempted to take away the Central

Pacific portion of the Central Pacific or the Central Pacific portion of the Southern Pacific from the latter and attach it to the Union Pacific. The Pacific railroad acts were intended to provide for that kind of operation which the laws have since made universal. These were the days before shippers enjoyed the right to route their freight. The railroads at that time designated the routing.

The present long distance ticketing too, was largely unknown. Today on the contrary, every shipper routes his freight over the line he designates, requiring a bill of lading showing that routing and it is given him without question. This the law requires and it could not be withheld even if the railroads wished to withhold it. Remember, however, the court did not justify its recent decision by reference to the Pacific railroad acts, neither did the court take cognizance of the transportation act of 1920. The decision was expressly placed upon the court's construction of the Sherman anti-trust act and that alone.

That the Southern Pacific has at all times performed its duties and obligations under the Pacific railroad acts was acknowledged by the Union Pacific officials in their testimony in court. Faith has been kept with the Union Pacific, the government and the people. As to the closing of the gateway, that is a mere figure of speech. The laws have robbed any railroad of the power to close a gateway. The only control a railroad has over its traffic is the moral con-

trol that springs from the good will and favor of the shipper or traveler who uses the railroad. The Southern Pacific as now constituted could not of its own motion divert a ton of freight or one passenger from the Union Pacific neither could the Union Pacific of its own motion, only the shipper or passenger can do it.

The same policies and public needs and legal requirements which have obtained compliance with the terms of the Pacific railroad acts during the past fifty years will enforce compliance during the years to come.

The flow of traffic over all lines by any route is free and open wherever the tariff rates are in effect as the law requires.

Hence the suggestion that in order to comply with the Pacific Railroad acts the Central Pacific must be torn from the Southern Pacific is without merit, and especially so with due regard to the public interest. The public are interested in the best railway service given them with the greatest convenience to them. The public have nothing to gain by forcing the Southern Pacific into two when the lines as a unit are best fitted for the service required.

XRAY
DR. MURPHY
2nd Floor
Medford Building

NEW
SHOW
TODAY!

RIALTO

PLAYING
TILL SAT.
MIDNIGHT

Gouverneur Morris'

Excellent Drama that rages like a typhoon along the Pathway of Romance.



Yellow Men And Gold

With the Screen's most Ideal Co-Starring Team.

HELEN CHADWICK and RICHARD DIX

Supported by a great cast including Rosemary Theby, Richard Tucker, Fred Kohler, Henry Herbert and William Moran.

COMING SUNDAY

HOOT GIBSON in "SURE FIRE"

MANN'S — The Best Goods for the Price — No Matter What the Price — MANN'S

5000 NEW CUSTOMERS

ARE COMING TO MANN'S BIG STORE TO REAP THE HARVEST OF BIG VALUES WE ARE OFFERING. WILL YOU BE ONE OF THEM? COME TOMORROW!

THIS IS CHILDREN'S WEEK!

SPECIAL BARGAINS FOR THE KIDDIES — BALLOONS GIVEN AWAY WITH EVERY \$1.00 PURCHASE — SEE WINDOW DISPLAYS

PERKY LITTLE FROCKS FOR WEE TOTS

New styles in Gingham Dresses for children, from 2 to 14 years. Well made, nicely trimmed, at prices cheaper than you can buy the materials, ... \$2.50 to \$7.50

Extra Special—Girls' Gingham Dresses, ages 6 to 14, with pencil, ruler and scratch block, \$3.50 values. This sale, each **\$2.25**



TOM SAWYER WASH SUITS

For boys and girls. The best wearing and best looking Wash Suit made. Comes in both one and two-piece styles. Priced from 85c to \$3.50 suit



\$1.25 PLAY SUITS 85c

25 dozen children's Play Suits, made of best Denim and Khaki cloth. Fast colors. Cheap at \$1.25. **85c** Extra special

AGENTS FOR LEE UNIONALLS AND KUTY KUT GARMENTS

JUNE CLEARANCE OF READY-TO-WEAR

EVERY SPRING GARMENT MUST BE SOLD AT ONCE

\$25.00 DRESSES \$18.00

12 new sport styles just in. Made of heavy Silk Crepe and printed all Silk. Eight styles to choose from. All good colors. Dresses are cheap at \$25.00. On sale Thursday, **\$18.00** each



\$25.00 SPRING SUITS \$10.00

Just 5 of these Suits left. Made of all wool Tweeds. Good styles, \$25 values. Now, each **\$10.00**

\$35.00 SPRING SUITS \$19.98

All of our navy blue, and brown Tricotine Suits that sold regular at \$35. **\$19.98** Now, each

\$6.00 JERSEY COATS \$3.98

Women's all wool Jersey Coats, \$6.00 values. Now, ea. **\$3.98**

25% off on Dresses

25% off on Skirts

10% off on Waists

10% off on Middies

MILLINERY HALF PRICE

EVERY SPRING HAT MUST BE SOLD

\$7.50 Hats, now **\$3.75**
\$10 Hats, now **\$5.00**
\$15 Hats, now **\$7.50**
\$20 Hats, now **\$10.00**

BATHING SUITS

Jantzen Bathing Suits for men and women. Priced from \$4.98 up

Annette Kellerman Bathing Suits for women and children in many new styles

Bathing Caps, from 19c to 75c each

Bathing Socks in all colors

SPECIALS FOR THURSDAY

20c Percale 16c

36-inch fine Dress

Percale in dark

and light colors.

Regular price 20c

On sale Thursday, yard ... 16c

20c Towels

12 1-2c

1 case good qual-

ity Turkish Tow-

els, heavy weight.

Good size. Cheap

at 20c. This sale,

each 12 1-2c

Mann's Department Store

THE STORE FOR EVERYBODY

MEDFORD, OREGON

UNDERWEAR

1 case of Women's fine grade Union Suits in all styles and sizes. This suit is cheap at \$1.00. On sale Thursday, suit **69c**

Agents for Athena Underwear.

Wirthmor Waists, made of fine materials, new styles. Very Special, each **\$1.00**

Agents for Pictorial Review Patterns — Mail Orders Promptly Filled—Postage Prepaid