

Twenty-Fifth Year

MEDFORD, OREGON, SUNDAY, JULY 20, 1930.

No. 119.

PLAN BORE ON UMPQUA ROUTE AS SHORT CUT

Highway Commission Expects Work May Start Next Year to Shorten Distance to Coos Bay, and Eliminate Heavy Climb.

SALEM, Ore., July 19.—(P)—Plans for construction of a 1300-foot tunnel under Hancock mountain, east of Elkton, Douglas county, on the Umpqua highway, have been revealed by the state highway department. Cost of the project is estimated at \$130,000. Although construction of the tunnel is not to begin this year, and possibly will not be undertaken next year, Roy A. Klein, state highway engineer, says it is on the program for "future development" and will be started just as soon as possible.

Since the Umpqua highway extending from Drain to Reedsport is not a state road the state does not participate in the cost of future construction, or improvements now in progress, but the state department furnishes the engineering as it is required by law to do. Cooperating in the cost are the government, the Umpqua highway improvement district and Douglas county.

At present the highway crosses Hancock mountain, 400 feet high. The tunnel will eliminate the 400 feet rise and fall and will save motorists a mile and a half. It will be at the site of a tunnel proposed by the Southern Pacific company when that railroad began construction of a line to Coos Bay along Elk creek and Umpqua river in 1907. At that time the proposed tunnel was opened into the mountain about 100 feet at the east portal.

The highway department announced the grading contract for the ten-mile unit of the Umpqua highway—immediately west of Drain is about 60 per cent complete and it should be entirely finished by Sept. 30, this year. This work will cost \$150,000, and is being done by Peck & Elnerson of Houlman, Wash. The surfacing of this unit, a crushed rock job, is under contract to A. S. Wallace of Roseburg at a contract bid of \$105,000. The contractor has set up his plant and will begin spreading rock about July 25. Surfacing will not be completed until July 30, 1931.

East of Scottsburg on the same highway a contract was let last March 27 to Harmon & Tittle of Eugene for the grading of a 4.4-mile stretch at a contract cost of \$95,000. This will be completed by Oct. 31, 1930. On this unit a separate contract was awarded to C. A. Catching of Roseburg, for constructing a number of small bridges and culverts at a total cost of \$22,191. These will be completed by August 31, this year. A 14-mile section between Reedsport and Scottsburg has graded and surfaced a few years ago as a first highway project and a bridge across the Umpqua to replace the old ferry was completed last year at a cost of \$98,000.

The Umpqua highway is 55 miles long, connecting the Pacific highway and the Roosevelt coast highway. When completed it will give practically a water grade between the Pacific highway and the coast, since it will not be necessary to cross the Coast Range mountains at any point.

The Umpqua highway is interesting both historically and scenically. Tidewater on Umpqua river extends as far as Scottsburg which has the distinction of having been the third postoffice established in Oregon. In early days small boats came up the river as far as Scottsburg where supplies for mining camps and settlements of southern Oregon were transferred from boats to pack horses. It was at the mouth of the Umpqua that the Jeddiah Smith party was massacred by Indians.

A. W. Petmecky, justice of the peace in Gillespie county, Tex., for 40 years, seeks reelection.



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William M. Jardine, former secretary of agriculture, was appointed as minister to Egypt.

UNCLE SAM GETS BEST OF BARGAIN ON SEA MAIL BID

WASHINGTON, July 19.—The United States government is going to have 196,346,800 or more pounds of mail carried an average ocean voyage of 3450 miles in the next ten years at a cost of less than three-tenths of a cent per ounce per mile. It is one of Uncle Sam's biggest bargains and at the same time is a guarantee of the building of a merchant marine that will again make the American flag ascendant on the north Atlantic ocean.

The arrangement was effected by three contracts with the United States Lines, the premier American passenger, cargo and mail line of the north Atlantic. One of the contracts is for five years, with an option to renew for a second five years. The other two contracts are for ten years each. All contracts have been signed. One is already in operation. The other two are held up pending the completion of present mail carriage agreements.

Figures dance in a mystical way when one contemplates them in gross. For instance the total fee for the mail carriage will be in excess of \$30,000,000. The total mileage if each outward voyage of each ship were added to the preceding would be 4,210,000. If the return voyage were counted the amount would be doubled. The rates are on the mileage basis and vary from \$4 to \$12 a mile, depending on the speed of the ships.

In order to fulfill the contracts it will be necessary for the United States Lines to build six new ships. Two of these ships have already been approved by the United States Shipping Board at Washington. Contracts have been let and work is in progress. Ships are 705 feet long, 30,000 gross tons. They are sisters and are the largest ships yet built in the United States. They will be followed by two super liners of a speed of 28 1/2 knots, designed to be the fastest and the most luxurious on the ocean. The two super liners will be followed by two more 705-footers.

The mailers to be carried to Plymouth, Southampton and London in Great Britain, Cherbourg in France and Hamburg in Germany. In making the deals for the mail carriage the Government is a close bargainer and gets its every cent's worth of service. The American ships in mail carriage are given a preference of 24 hours as American ships and where they carry a sea postal service they are given a supplementary 24 hours. The sea postal service means the taking of mail clerks to work the mail into European delivery districts while

PROFESSIONAL PETITIONERS PUT ON GRILL

Bulletin Issued Telling of Alleged Abuses and Misuses of Oregon System—Notions Costly, and Generally Defeated.

PORTLAND, Ore., July 19.—(P)—A Greater Oregon Association bulletin, calling attention to the alleged abuses of initiative and referendum measures, stated since 1909, when the corrupt practices act took effect, \$912,966 has been spent for an against measures.

How petition peddling has been conducted in Portland is familiar to the bulletin says, and in regard to it.

How petition peddling has been resorted against the activities of professional petition circulators which have developed to a point where they are becoming burdensome and annoying. They station themselves on prominent corners in cities, importuning shoppers, on the public market, stopping workers going to and from offices and industrial plants with urgent requests to sign various petitions.

"Usually the information given by the circular is extremely meager and often correctness is questioned. If not constituting actual misrepresentation, signers hurriedly affix their signatures to petitions frequently on the statement of the circulator the signature is not a vote for the bill but is merely to get the question on the ballot," the bulletin said.

Tabulation of 14 general and seven special elections from 1902 until 1928, aside from city, county and special district legislation, show that an average of 62 per cent of the registered voters have expressed themselves on 288 amendments and laws either by initiative, by referendum or by reference by the legislature.

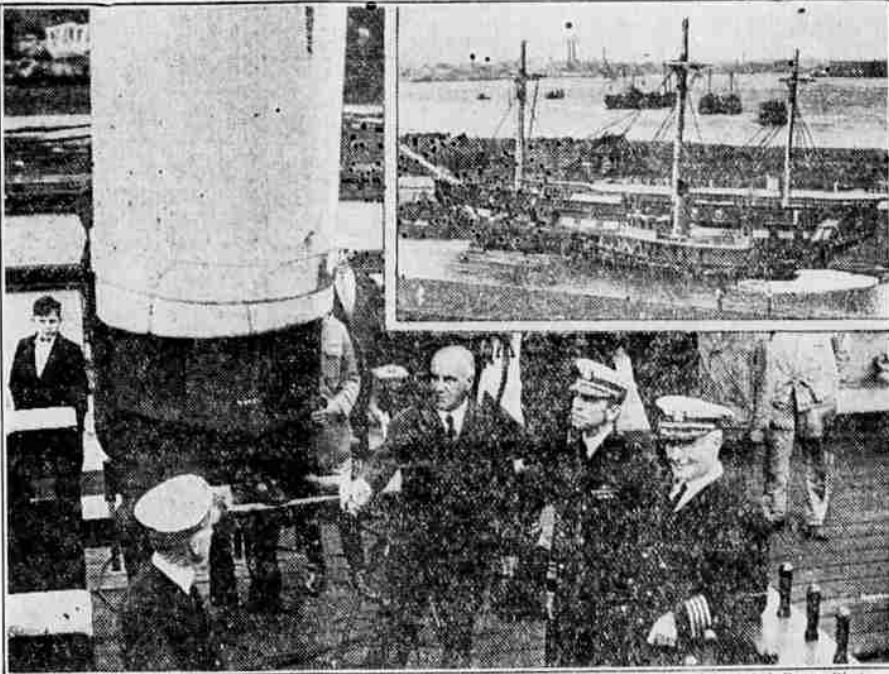
Prior to 1909 there was no corrupt practices act. Since then the amount expended, as reported to the secretary of state, amounts to \$912,966. Of this sum, \$412,123 was expended for and against 36 of the 89 amendments and measures that passed and \$500,843 was spent for and against 81 of the 145 amendments and measures which failed to pass. Liquor prohibition and local option in four amendments and measure was the chief item of expenditure, \$172,844. The income tax was second with seven bills, normal schools and education third with eight bills and single tax fourth with seven bills.

TEXAS SIX-GUNS CLAIM SHERIFF

DALHART, Texas, July 19.—(P)—Sheriff George W. Alexander of Dallas county and Lon Gillingier were killed in a gun battle near here today. Gillingier was probably fatally wounded. The shooting took place at the Gillingier home five miles south of here, where Sheriff Alexander and two of his deputies, H. E. Foust and Earl Damon, went to serve felony warrants on the Gillingier brothers.

On route so that on arrival the sacks are in readiness to be sent at once to their destinations in small clerks to work the mail into European delivery districts while

OLD IRONSIDES READY FOR SEA DUTY AGAIN



The famous frigate Constitution after three years of reconstruction is ready for sea duty again. Gov. Frank G. Allen of Massachusetts is shown placing a silver dollar under the heel of the main mast before it was stepped into place. At right is Rear Adm. L. M. Nulton, commanding officer at the Charleston navy yard, Boston, where the ship is being reconstructed.

DAPPER KING OF ITALY RULES ON AS OTHERS PASS

By ANDRUE BERDING

ROME, July 19.—(P)—Italy's dapper King Victor Emmanuel III will celebrate the thirtieth year of his reign July 29.

Thirty years ago on that day King Humbert fell before an assassin's bullet and Victor Emmanuel stepped into his father's kingship. His formal ascension took place August 9 and 11.

King Victor Emmanuel is one of the longest ruling monarchs in Europe. Only the Scandinavian kings approach him.

He has ten years' seniority over George V of England. While royal houses of Germany, Russia, Austria, Greece and Portugal were swept aside and the former rulers of Spain, Rumania and Bulgaria died, he has gone on.

Loved By Subjects
Today, at 61, he is in prime health an indefatigable horseman and an extensive yachtsman.

He has survived many difficulties and his figure is enshrined in the hearts of 43,000,000 subjects. After the war there were two chaotic, communitarian years when the House of Savoy seemed about to fall.

Then came Mussolini. In eight years of Fascism, Victor Emmanuel has admittedly occupied second place, obscured by the dynamic Duce.

But it is said that the king acceded to Mussolini's demands through a desire to preserve his people from further anarchy.

Ended Estrangement
Last year, the king ended the 59-year estrangement between his house and the Vatican.

The next month he saw his son, Crown Prince Humbert, married to Princess Marie Jose of Belgium. Victor Emmanuel is essentially a soldier. He is practically never seen except in uniform.

A very lithe man, physically, he appears to best advantage on horseback.

His Montenegrin wife, taller than he by well more than a foot, towers over him. He does not like to stand alongside tall people and prefers to permit a photograph to be

published because it showed him besides a tall farmer.

He was never happier than during the wedding ceremonies of his son Humbert, for his partner was always Queen Elizabeth of Belgium, who is just his height.

Dislikes Publicity
He is quiet, shy. He dislikes publicity, avoids appearing in crowds except on military occasions such as for reviews.

His table is simple, he entertains very little, receives visitors very seldom, and does not relish social life.

He spends much of his time with his superb collection of old Italian coins, and is a recognized expert numismatist.

When news movies of the King are shown, audiences snicker and giggle at sight of his little legs patterning alone. But they love him nevertheless, for they cheer enthusiastically.

UPSTATE ELECTRIC RATES SLASHED

SALEM, Ore., July 19.—(P)—Over an area extending from the north city limits of Portland to and including Salem a reduction in residential and commercial lighting rates of the Pacific Northwest Public Service company is made in an order of the public service commission Friday.

All territory in the Portland area is affected except that in Multnomah county west of the Willamette river and north of Portland's north city limits. Vancouver, Wash., in the Portland area, but the Oregon commission is without jurisdiction outside of Oregon.

The aggregate reduction will be about \$3340,000 a year. The order becomes effective August 15.

Twenty-nine cities, the census shows, gained more than 100 per cent in the past ten years. The difficulty will be to find sufficient annexable territory to keep it up until 1940.—Pittsburgh Post-Gazette.

PORTLAND'S MILK ORDINANCE GAINS BY COOPERATION

Portland's new milk ordinance has revolutionary effect in improvement of dairy farms and equipment near the city, according to a report just made by J. H. Jennings, chief city milk inspector. He said:

"More than 550 farms and milk houses have been remodeled or replaced with new ones since the adoption of the standard milk ordinance by Portland in February. The ordinance put the dairy industry on the grading basis or merit system."

"While the dairymen have been put to considerable expense many have been repaid through the increased price paid for graded milk. The dairymen who have complied with the provisions of the ordinance now receive approximately \$50,000 a month more than an equal number of dairymen who have not complied."

"Six hundred and twenty-nine dairymen have complied with the ordinance."

"They have been under no compulsion to do so, but have found it desirable because under the present plan quality pays from the cash viewpoint."

"The public is the enforcing agency in demanding 'Grade A' milk. The dairymen has the consumer to satisfy. The people of Portland demand clean milk. If the dairymen does not deliver 'A' milk he puts himself out of business for lack of a market. Incidentally this saves enforcement expense through the courts."

"The dairy industry has co-operated with the city in an splendid manner, the dairymen having given credit for what they have done to protect the milk supply. Under the terms of the ordinance which grades milk from 'A' to 'D' the good dairymen does not have to compete with the one who is 'tax'."

LARGE PORTION OF OREGON LANDS OFF TAX ROLLS

Federal and School Lands Total 96,669 Square Miles, Tax Commission Report Shows—No Benefit to Public.

SALEM, July 19.—(P)—About 47 per cent of Oregon's total area of 96,669 square miles is untaxed land owned by the federal government or the state, the state commission revealed. Of this untaxed area about 14,463,411 acres are federal timber lands and 461,594 acres are owned school lands.

The only financial benefit accruing to the public from the federal owned lands is 25 per cent of the government's revenues from rentals and grazing fees paid by stockmen to whom some of the lands are leased. This cut is allowed the state, and in turn the state apportions the entire 25 per cent to the counties in proportion to the area of government land in the respective counties. Last year the 25 per cent amounted to \$265,000.

The public does not benefit from the state owned lands until such time as they are sold, when the proceeds go into the irrevocable school fund which now aggregates around \$7,000,000. The interest from the invested school fund is apportioned to the counties according to their populations of persons of from four to 20 years of age which is considered school age.

Originally the school lands, comprising the 16th and 36th sections of each township, ceded to the state by the government for school purposes, aggregated 2,677,822 acres. Sales since the state entered statehood in 1859 have totaled 2,016,228 acres.

Other untaxed lands are those of public parks, colleges, churches and hospitals.

TOURIST REVENUE FOR YEAR HEAVY

PORTLAND, July 19.—(P)—The chamber of commerce estimated Oregon's income from tourists traffic last year at \$25,000,000. If the volume of travel is no greater than last year, the sum left by the tourist travel means a substantial block of new wealth, they said. It is pouring in, with the summer just well started.

Last week 350 inquiries came into the chamber of commerce tourist department for information concerning Portland and Oregon. The branch bureau maintained by the chamber for issuing permits for cars from out of state issued 34 permits in a week. A total of 147 permits have been issued by the chamber since January 1.

When Babe Ruth, the Yankee's \$50,000 a year man, is injured in a game, players of both teams run frantically to his aid.

From Clark Griffith, president, on down, all "bosses" of the Washington Senators are former pitchers.

FIRST UNIT OF TRAIL HIGHWAY READY IN FALL

'Old Oregon Trail' Construction Work Speeds Apace, and Route Widened and Straightened.

SALEM, July 19.—(P)—With the completion of improvements now in progress on the old Oregon trail between Kamela at the summit of the Blue mountains, and La Grande, that stretch of highway will become one of the favorite pleasure drives in the west, both from the point of view of scenery and comfortable travel. Roy A. Klein, state highway engineer, said.

The earliest of the projects to be completed on this high mountain road will be the 14.5-mile widening and grading job between Kamela and Hilgard. Kamela is in Umatilla county, but near the county line. Hilgard is in Union county so most of the improvement is in the latter county. E. L. Gates, contractor, began work September 1, 1929, and the project will be finished by August 31, this year. It was 75 per cent complete on July 1.

The width of the highway is being extended from 20 to 32 feet and numerous sharp curves straightened out, so the drive will be one of the fastest mountain roads in the country. Unusual difficulties have been encountered by the contractor, Klein said, for the reason the railroad and telephone and telegraph lines parallel the highway most of the distance, making "shooting" a delicate business, yet not a train has been delayed by blasts. At present the contractor is working 40 men, one shovel and two tractors on the job. The cost of the project to the state will be \$172,000.

As this work nears completion it is being followed over the same stretch by another contractor's crew resurfacing the highway with macadam, 20 feet wide. This contract was left to Homer G. Johnson, February 27, last, and will be completed December 31, 1930 at a cost of \$108,000. The job required 73,000 cubic feet of crushed rock. This is being laid at an average of 400 yards daily and 4000 yards had been placed July 1. The road will be oiled next year.

Between Hilgard and La Grande, 6.5 miles of resurfacing and maintenance material work is in progress to be completed August 15.

The resurfacing has been completed and the crew is crushing rock for maintenance. The road is being widened by a maintenance crew. Later it will be oiled. Clyde R. Seltz is the contractor, and the contract price is \$20,500. September 30 is the date for completion of a reinforced concrete bridge over the Grande Ronde river near Perry that will cost \$26,710. It will replace an old narrow bridge on a bad curve. O. N. Pierce is the contractor.

Between Meacham and Emigrant Hill in Umatilla county the state some time ago acquired 500 feet of timbered ground on each side of the old Oregon trail over a distance of about 15 miles. The highway department has cleared unsightly brush from among the trees and the scenic effect is said by Klein to be highly pleasing. The long distance view from the top of Emigrant Hill during the summer season, Klein said, is one of the most beautiful in the state.

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