HIGH TRIBUTE TO REV. LUCAS

Home Paper of New Rector of St. Mark's Pays Him Splendid Tribute— Is Scholarly Man.

(Allegan, Mich., Gazette.)

At a meeting of the vestry of the church of the Good Shepherd, Wednesday evening, Rev. William Lucas presented his resignation as rector. The officers of the church were not totally unprepared for such an announcement, but it caused little less than the keenest regret. The vestry would not accept the resignation, but granted a six-months' leave of absence to Rev. Lucas. The latter has accepted a temporary call to the young and flourishing parish in Medford, Or., a fast growing city in the heart of a great fruit and mining country. Rev. Lucas said yesterday: "Our recent visit to Oregon and Washington impressed us with the delightful climate. In the southern portion of Oregon, where Medford is located, the winters are mild; and, while the summers are hot, cool breezes are almost always blowing and the nights are refreshingly cool. We were also impressed with the great progress and prosperity awaiting those western states in the near future, so an invitation to take up residence there did not pass unheeded. When we left the west the bishop of Oregon said: 'I am determined to have you come back to Oregon to work in this diocese,' and not long after our arrival home a definite offer came to take charge of the church in the city of Medford. That city has a population of about 6000 people and is increasing at the rate of 1000 each year. A new church is soon to be built there to cost $10,000 or $12,000, and I am desired to superintend the erection of it and have charge when completed." And so Allegan is to lose one of her strongest citizens and as able and scholarly a preacher as has ever occupied a pulpit here. The loss is a severe one to the church of the Good Shepherd, but in little less degree to Allegan. No man ever lived here who did more for the good of the community than he who will leave us two weeks from the coming Monday. Mr. Lucas has been a resident of Allegan 14½ years and his parish in that time has developed and grown to his lasting credit. On the other hand, he has been very reluctant about accepting the new position and has often said that he preferred to remain here where he has become settled.

IMPORTANT TARGET DRILL IN PUGET SOUND DISTRICT

PORT TOWNSEND, Wash., Nov. 9.—Warnings have been issued from the office of Captain Russell Preeder, adjutant of the Puget Sound artillery district, to commanders of vessels plying Puget Sound waters tonight to maintain a close vigil to avoid interfering, to their danger, with the most important target drill ever attempted at Pacific coast defense works.

Never before has there been attempted a full test of the efficiency of searchlight aids to the use of actual firing of the big guns and the result of the work is awaited with much interest by military men. The plan of campaign outlined includes a thorough test of the efficiency of the defense works against a possible night attack.

NEXT CONSISTORY WILL NOT BE HELD UNTIL DECEMBER

ROME, Nov. 9.—It was learned today from the best vatican authority that the next consistory will not be held before December, statements to the contrary notwithstanding. As to the number of cardinals to be created then, all predictions are the merest guess. It is certain only that Monsignor Mendez Bello will be made patirarch of Lisbon. Besides this, the most probable appointments are those of Monsignor Granito di Belmonte as nuncio in Vienna and Monsignor Giustini as secretary of the congregation of Sacramento.

Mr. Smith and family of North Evans Creek, where they have timber holdings, have moved into the Lawton residence on North Central avenue for the winter.

TAXIDERMIST AND FURRIER

Send your trophies to me for mounting. Big game heads, fish, birds and mammals mounted true to nature by improved methods. I do tanning, make fur rugs, make, remodel and clean fur garments. Express and mail orders promptly attended to.

C. M. HARRIS,
405 Washington Street, Portland, Or.
Telephone Main 3600.

LIGHTWEIGHTS DOWN TO THREE

Possible Contenders for Battling Nelson's Crown Narrowed by Contests Held Last Evening.

SAN FRANCISCO, Cal., Nov. 9.—Elimination contests in the lightweight brigade were fought on two continents last night, and as a result possibly contenders for Battling Nelson's crown have been narrowed down to three—Lew Powell, if he whips Ad Wolgast; Packy McFarland, if he can make 133 ringside, and Freddie Welch. In London last night Welch outpointed Johnny Summers, conqueror of Jimmy Britt, in 20 rounds, thereby establishing his right to the lightweight championship of Great Britain.

In Kansas City, Packey McFarland outpointed "Cyclone" Thompson in ten rounds. The fight between the Britons showed conclusively that Welch is the master of all the boys of his weight across the pond, and that his claims to a match with Nelson must be given serious consideration. He is a natural lightweight, one of the cleverest boys in the world and able to go a route.

It can be said of Welch that he has never been forced to extend himself, but what he could do in a long-distance encounter with Nelson is problematical.

If Nelson is the Nelson of old, lacking none of his marvelous durability, speed and strength, Welch would have to employ every bit of brain power and muscular power to avoid the 10 count, but if the Dane has gone back at all, Welch would give him the battle of his life, with a good chance of working out the 45 rounds and copping the title on points.

BIG LUMBER CONCERN IS SOLD TO 'FRISCO MEN

HOQUIAM, Wash., Nov. 9.—Plans are being worked out today by which a party of San Francisco capitalists headed by T. E. Hicks and S. M. Hauptman, will take over the property of the Hart-Wood Lumber company in West Aberdeen. The price is reported to have been in excess of $225,000, although the price is not made public. Included in the deal are the mill plant and 60 acres of valuable water front.

The Hart-Wood company retains its San Francisco yards and its line of steam and sailing vessels. The plant will be operated under the name of the Federal Mill company, with headquarters in San Francisco. The mill is one of the largest and best north of San Francisco.

KEYLESS LOCK INVENTED BY GRANTS PASS MAN

GRANTS PASS, Nov. 9.—(Special.)—Articles of incorporation have just been filed with the county clerk of Josephine county of the Roman Combination Keyless Lock company. The incorporators are J. O. Booth, G. B. Ward and C. L. Magnum, all of this city. The purpose of the company is to manufacture and place on the market a padlock invented by George B. Ward. Mr. Ward is a miner and this invention is the result of one winter's work while shut in his cabin in the mountains. The first model was whittled out of wood. Experts pronounce it one of the most ingenious locks ever invented, and, as the name implies, it is keyless, being unlocked by shifting five disks until the proper combination results, whereupon the lock opens.

Medford, Oregon: This certifies that we have sold Hall's Texas Wonder for the cure of all kidney, bladder and rheumatic troubles for ten years, and have never had a complaint. It gives quick and permanent relief. 60 days' treatment in each bottle. Medford Pharmacy. •

WESCOTT NOT TO WED BILLY

Back in His California Home, He Bitterly Denies Stories Published of His Engagement.

BERKELEY, Cal., Nov. 9.—Leo Westcott, the University of California freshman who was reported to be engaged to Miss Billy Burke, the famous actress, has returned to Berkeley from Portland. Today he is busy denying the report that he was engaged to either Miss Burke or her niece, Miss Mildred Bartlett.

Westcott returned from the north, where his parents went when the rumors of the engagement became known.

"The reported engagements are absurd. I have been made the victim of a jest. I intended to stay in Portland but my parents came when this rumor started and I came down with them."

BIG TEAMS READY FOR THE FRAY NEXT SATURDAY

SAN FRANCISCO, Cal., Nov. 9.—A canvass of the two teams today indicates that the annual intercollegiate football game between Stanford and California on the Stanford campus Saturday will be the most hotly contested game ever played between the two universities.

Stanford claims to have the strongest team which has been developed at Palo Alto since Rugby was adopted as a substitute for American football, and California is not a whit less confident as to the strength of the blue and gold fifteen.

Impartial critics concede to each team an excellent chance of victory. Betting on the game promises to be very brisk, as the adherents of both teams claimto be anxious to back their favorites. Even money will probably prevail, with a possibility that Stanford will rule a slight favorite when the game begins.

Advertised Letter List.

The following letters remain uncalled for at the Medford postoffice, November 3:

Mrs. T. Duff, D. G. Fitze, Mrs. Catherine Ellerson, Mrs. Merle Gouldt, Miss Amy Hawkings, Mrs. Will Jackson, Mrs. Phylo Kibler, Charles Albert Koch, Mr. and Mrs. H. Lewis, B. J. Lister, James Lemart, Bert Lowry, Looney, W. B. McDonald, Frank McGuire, D. E. McGinnis, Frank Miller, W. W. Mosses, J. C. Moore, Miss Ida H. Nelson, G. F. Owings, L. D. Patterson, Ralph Penninger, R. Russell, Richard Russell, Nancy L. Sims, J. A. Straub, Jane Stearns, Florence Spears, F. C. Smith, C. G. Turner, S. J. Verney, S. S. Wilkins, Harry Williams, C. W. Wilson, Charles Zink, Al Moore.

Parties calling for any of the above letters will please say advertised. A charge of 1 cent will be made upon the delivery of any of the above letters.

A. M. WOODFORD, P. M.

Wheat Weighs 58 Pounds.

WASHINGTON, D. C., Nov. 9.—The agricultural department announced today that the average wheat per measured bushel this year's crop was 58 pounds, against 58.3 pounds last year.

The average for ten years is 57.4

What Would You Do?

In a case of burn or scald what would you do to relieve the pain? Such injuries are liable to occur in any family and everyone should be prepared for them. Chamberlain's Salve applied on a soft cloth will relieve the pain almost instantly, and unless the injury is a very severe one, will cause the parts to heal without leaving a scar. For sale by Leon B. Haskins' Pharmacy. •

very Day Something New

for the next two months I will show the finest stock of Diamonds, Watches, Jewelry, Sterling Silver Toilet Sets, Sterling Silver Novelties, Cut Glass, Silverware and Clocks I have ever shown.

P. S.—Remember, I carry the three best articles made—Gorham Sterling Silver, Hawkes & Libby's Rich Cut Glass.

Mart'n J. Reddy THE JEWELER
Near P. O.

CITY NOTICES.

ORDINANCE NO. 252.

An ordinance granting to John R. Allen, his heirs and assigns, the right to lay down construct, acquire and own, and to maintain, operate and use railways, poles and wires, and undefground conduits and conductors in the city of Medford, Oregon, and to operate cars and locomotives other than steam, to generate and transmit power, and to send and receive messages by telegraph and telephone over certain streets, alleys and public places in the city of Medford, Oregon, and to authorize the construction, installation and maintenance of equipment and power houses, stations and all other things necessary or convenient for the operation and maintenance thereof, and to prescribe and fix the extent, terms and conditions under which the particular streets and alleys of the city of Medford may be appropriated and used for railway purposes and for power, telegraph and telephone lines by the said John R. Allen, his heirs and assigns.

The city of Medford doth ordain as follows:

Section 1. That there be and hereby is granted to John R. Allen, his heirs and assigns, the franchise, right and privilege to erect, lay down, relay, construct, reconstruct, purchase, acquire, lease, repair, maintain, equip operate, have, hold, use and enjoy lines of railway and a system of railways, either single track or double track, with power to change from one to the other, with convenient switches, turnouts, turn-tables, crossovers, connections and wyes, and to run and operate thereon passenger cars and to carry passengers, to run and operate thereon freight, mail, baggage, express aand funeral cars, to carry freight, parcels, express packages and United States mail thereon, subject to the reasonable regulation of the council of said city, and to do all acts and things necessary to the successful operation of said railways and system of railways operated within said city of Medford, either as a separate system of railways within the said city of Medford, or as a part of a system of railways within said city of Medford and elsewhere without the city of Medford, along and upon any and all of the streets of said city of Medford as now or hereafter laid out and established excepting Oakdale avenue, and within the corporate limits of said city of Medford as now established and as said corporate limits may hereafter be extended; provided, that this ordinance shall become void and of no effect at the expiration of one year from the date of its passage unless the said John R. Allen, his heirs and assigns, within said time, shall have commenced the actual construction of said system of railways within said city of Medford; and provided further, that the said John R. Allen, his heirs or assigns, shall within two years from the date of passage of this ordinance file or cause to be filed with the city recorder of said city of Medford a map or plat of said city upon which shall be accurately indicated all streets and portions of streets and alleys which the said John R. Allen, his heirs and assigns, desire and intend to utilize in the construction of said railways, and at the expiration of said two years the franchise and rights to construct a railway hereby granted shall be deemed to have lapsed, as to all portions of the said streets and alleys which are not so indicated on the map or plat so filed, but such lapsing of the forfeiture of said franchise as to the streets or portion of streets not so indicated thereon, shall in no wise affect or impair the franchises and rights hereby granted as to the streets and portions of streets which are so indicated upon said map or plat. Provided, however, that unless said John R. Allen, his heirs or assigns, shall have actually constructed and have in operation at least two miles of street railway on the streets of said city within five years from the date hereof, then all rights hereby granted shall be forfeited and lost by the said John R. Allen, his heirs and assigns, except as to such street or streets or portion of street or streets which he shall have actually constructed and have in operation such street railway at said time. And provided further, that all rights in and to all streets hereby granted shall lapse and become void at the expiration of seven years from the date hereof, except as to such street or streets or portion of street or streets, on and over which said John R. Allen, his heirs or assigns, shall have constructed and have in operation such street railway line or lines at said time. It being understood that the term "in operation" as used herein, shall be taken and is understood to mean the running of a street car suitable for carrying passengers and in which passengers are actually carried for the fare herein provided, at least once every two hours in each direction, between the hours of 7:00 a. m. and 7:00 p. m. of each week day.

Section 2. Said John R. Allen shall have the right and franchise to connect together, the said railway and system of railways with any other railway or system of railways and to run cars from any line of track to any other line of track and to construct, maintain and use convenient side tracks, switches, curves and turn-outs from the lines of railways maintained under authority of this ordinance, subject to the reasonable regulation of the council, to and upon his and their property and other rights of way and to and into his and their shops, barns, storehouses, repositories, depots, yards, terminals, buildings and grounds.

Section 3. Said John R. Allen, his heirs and assigns, may operate and propel cars over and upon railways constructed pursuant to the provisions of this ordinance by means of overhead or underground electrical power, storage batteries, compressed air, cables or other mechanical motors and steam locomotives may be used in the operation of said railways for construction or temporary purposes, or in case of accidents or emergency) not longer than seven days at one time without the consent of the council, and for the purpose of operating railways and having convenient power and electrical current for his and their use, may put up, erect, maintain and use poles and overhead wires, and lay down, construct, maintain and use underground slots and conduits, and underground wires, conductors and cables in and along streets over which said railways are or may be laid down and in and along such other streets of the city of Medford as its common council may direct. The motive power and the mode of operating and propelling cars may at any time be changed by the holder of this franchise to any more improved, economical, practical or desirable method, excepting steam motors and steam locomotives.

Section 4. The track and tracks to be constructed under the provisions of this ordinance shall be laid flush with the grade of the streets where said streets have an established grade, provided, that when the track is laid upon a street where no grade has been established, the track shall be brought to grade whenever such grade shall be established by the city, and when any established grade shall be changed by the city, the track shall be changed so as to conform with the grade so established. And provided further, that the said John R. Allen, his heirs and assigns, shall improve and keep in repair that portion of each street so occupied by him laying between a point of 18 inches beyond the outside rails of his said track or tracks. The word "improve" as herein used being understood to mean the improving, including paving of said street, in the same manner as the remainder of said street is improved or paved by or under the authority of said city.

Section 5. Said John R. Allen, his heirs and assigns, may construct, operate, equip and maintain telegraph, telephone and power lines along all of the said streets upon which the said railways may be constructed for the purpose of transmitting messages or power over the said lines for use in connection therewith.

Section 6. It shall be lawful for said John R. Allen, his heirs and assigns, to make all needful and convenient excavations in any of said streets under the conditions hereinafter named, for the purpose of establishing said railway, or system of railways, telegraph, telephone or power lines; provided, that whenever said John R. Allen, his heirs or assigns, shall disturb any of said streets he or they shall restore the same to good order and condition as soon as practicable and without unnecessary delay, and failing so to do, the common council of said city shall have the right to fix, by resolution, a reasonable time within which said repairs or restorations of said street shall be completed, and upon failure to complete said repairs or make said restorations within the time prescribed by said council, the street commissioner of said city shall place the same in good condition and repair at the expense of the holder of the franchise granted by this ordinance.

Section 7. Nothing in this ordinance shall be so construed as to prevent the proper authorities of the city of Medford from sewering, grading, paving, planking, improving, repairing or altering any of said streets, but all such work shall be done, if possible, so as not to disturb, injure or prevent the full operation of said railway or system of railways.

Section 8. Said John R. Allen, his heirs and assigns, may charge and collect from each passenger traveling upon railways constructed under authority of this ordinance, for each trip traveled by such passenger, in one general direction upon the said railways, from any point in said city to any other point within the limits of the city of Medford, a fare of five cents and no more; excepting that for riding in or the use of observation cars, funeral cars, mail cars, express cars, freight cars and other special cars, said John R. Allen, his heirs and assigns, may charge and collect such compensation, rates and fares as it or they may desire.

Section 9. All of the rights, privileges and franchises herein granted shall continue and be in full force and effect for ten (10) years from the date of the acceptance of this ordinance.

Section 10. All of the provisions of this ordinance shall inure to, apply to and bind the heirs and assigns of the said John R. Allen.

Section 11. The failure of the said John R. Allen, his heirs or assigns, to operate any car line or lines which he shall at any time construct hereunder, as the term "operate" is herein defined, for a period of more than ninety days at any one time, or for a period of more than six months in any calendar year, shall be taken and held to be an abandonment of the rights herein given as to the street or streets or portion of street or streets upon which such line or lines shall have been constructed, and such failure shall without any action on the part of said city operate to cancel and annul all the rights of John R. Allen, his heirs or assigns, on or to any such street or streets.

Section 12. The said John R. Allen shall, within thirty days after the passage of this ordinance, file in the office of the recorder of the city of Medford, his written acceptance of this ordinance, and the franchise, rights and privileges by this ordinance granted to and conferred upon him, his heirs and assigns, subject to the terms and provisions in this ordinance contained. Failure of said John R. Allen to accept this ordinance within thirty days from the final passage thereof, shall be deemed and held to be a rejection of this ordinance and upon the expiration of the time allowed for the filing of said acceptance, the same not having been filed, this ordinance shall become and be wholly void, inoperative and of no effect.

The foregoing ordinance was passed by the city council of the city of Medford, Oregon, on the 6th day of November, 1909, by the following vote: Welch aye, Merrick aye, Emerick aye, Wortman aye, Eifert aye, and Demmer aye.

Approved November 6th, 1909.
W. W. EIFERT,
Mayor Pro Tem.

Attest:
ROBT. W. TELFER,
City Recorder.

A Methodist Minister Recommends Chamberlain's Colic, Cholera and Diarrhoea Remedy.

"I have used Chamberlain's Colic, Cholera and Diarrhoea Remedy for several years for diarrhoea. I consider it the best remedy I have ever tried for that trouble. I bought a bottle of it a few days ago from our druggist, Mr. R. R. Brooks. I shall ever be glad to speak a word in its praise when I have the opportunity." —Rev. J. D. Knapp, pastor M. E. church, Miles Grove, Pa. Sold by Leon B. Haskins' Pharmacy. •

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We are Growers—Buy direct from us
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Our Trees are grown strictly
WITHOUT IRRIGATION
Write for free catalog. Large stock of varieties suitable for commercial orchards
Choice Fruit, Nut and Ornamental Trees, Grape Vines, Small Fruit Plants and Shrubbery
THE DALLES NURSERIES
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ANNOUNCEMENT

The Rogue River Canning & Evaporating company will devote Mondays and Thursdays of each week to custom work in the manufacture of cider, apple butter and jellies.

Phone your orders for nice sweet cider to 11X2. Deliveries will be made on Tuesdays and Fridays of each week.

ROGUE RIVER CANNERY & EVAPORATING COMPANY
Mill in West Medford. Phone 11X2.

Just Arrived From Holland

Full and Complete line of bulbs. Best Line of Lawn Grass in the city

Ornamentals and small fruits

50,000 No. 1 Grape Roots while they last at $25 per thousand.

Peaches and Apricots

Newtowns, Spitzenberg, Jonathans, Winesap Apples, Bartletts, Winter Nelis and Comice Pears,

You will do well do get our prices, before buying

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