

MEMORIAL MEDALS MEMORY HARRIMAN ARE PRESENTED

NEW YORK, Mar. 14.—The American Museum of Safety presentation of the E. H. Harriman Memorial Medals took place Saturday evening, March 14, at 8:20 o'clock at the studio of Mr. A. A. Anderson, this city.

Presentation of the gold medal for Southern Pacific company was made to Mr. J. Kruttschmitt, chairman, who replied as follows:

"This beautiful medal in memory of Mr. Harriman is offered to the railroad annually in competition to stipulate and direct effort for the conservation of human life, for preventing accidents and promoting industrial hygiene effecting railroad employees and the public Mr. Harriman devoted his wonderful energy and talents during the best years of his life to rehabilitating and improving every railroad with which he was connected compelling recognition from both friends and rivals, as the greatest constructor of the age, thousands of miles of railroads rebuilt to the highest standards, stretching from the Missouri river to the Pacific ocean, from Canada to the table lands of far Mexico, are monuments to his genius.

Team work and co-operation were Mr. Harriman's watch word and his wonderful success was in a great measure due to the faith in meeting of the words of which he inspired his officers and men I believe the high degree of safety in train operation attained by the men of the Southern Pacific company as made possible only by loyal and perfect co-operation following Mr. Harriman's ardently advocated policy of 'working together.' To appreciate what was done to win the Harriman medal we must resort to statistics during the year ended June 30th, 1913. The company's locomotives in freight passenger, and work service ran 59,725,000 miles, a figure to large to convey any meaning. At this rate the miles ran since last Saturday night would girdle our earth forty-six times, or nearly seven times in a day, or once in three and half hours with so great a movement the liability to accident is very great, yet 41,883,000 passengers were carried inconceivable great aggregate distance of 1,756,482,000 miles, the equivalent of transporting the entire population of Greater New York some 5,000,000 people from New York to Rochester and this was done without fatality in a train accident. Furthermore, it was done for the four years preceding with the same immunity. Among the 45,000 men engaged in pursuit not involving train movement there was one fatality in every 876,400 days or 2400 years worked.

In behalf of the Southern Pacific company that you have honored, for the utmost progress in safety and accident prevention, and as spokesmen for 61,300 men whose faithful performance of duty throughout the year, has won this recognition, I thank you gentlemen of the board of trustees of the American Museum

of Safety, and you, Mrs. Harriman, through whose generosity the medal has been provided."

The silver replica of the medal was presented to Wm. Sproule, president, as the officer immediately responsible for the administration of the company in its operation who made response as follows:

"In receiving the medal which the American Museum of Safety has seen fit to bestow upon me, I do so with keen sense of the representative relation I bear to the Southern Pacific company. In this representative relation to the property as the officer immediately responsible for the administering its operations, I fully recognize and realize how little could be attained in the high degree of safety achieving in the company's operations were it not for the loyalty and efficiency of the officers and staff and the men on the line in every grade of the service. With a body of men imbued with the loyalty that makes for efficiency, and imbued with the knowledge the efficiency cannot be had without discipline, great things may be done. I believe our winning of the medal is because of the loyalty and efficiency and discipline of all the company force in all the branches of the service which contribute to the safety of the passenger, and also, in accepting for myself this silver replica of the medal, I desire to couple with it an expression of my appreciation of these high qualities in the officers associated with me and in my fellow employees throughout the service. Beyond this I can say that for myself, and them, I feel the responsibility newly put upon me by the American Museum of Safety. It inspires us to further effort in all measures for safety. Indeed the formal and nation-wide recognition of safety as an important factor in railroad operation stimulates us to make further and persistent and intelligent effort to maintain the record of the past and to improve upon it. In conclusion I desire also to express my personal gratification that the glorious lady who has given these medals in memorial of her husband, under whom I have served, finds that the museum's first bestowal of the medal, is upon one of the Harriman lines. I thank you."

The Bronze replica of the medal was made on the nomination of the president, through the chairman of the executive committee, to Mr. Wm. Schwab, conductor on Sacramento division, who has made the best showing in the matter of practical suggestions, and general interest manifested in the safety campaign. Mr. Schwab, in receiving the medal made the following response:

"Without a thought of what I consider a great distinction and honor, being conferred upon me, I began the practice of making 'Safety' suggestions. The superintendent of the Sacramento division always encouraged me in the work. Close observation of conditions and practices of employees and the traveling public will bring to any employee interested in this work, many things that can be remedied. For instance, I have in mind two stations on the Sacramento division of the Southern Pacific, which bore similar names, 'Fair Oaks Bridge' and 'Fair Oaks Junction.' These stations were two miles apart, one of them at the end of suburban territory. It was an easy matter when handling train orders, to mix things, and I sug-

gested that one of the names be changed, which was done within a week. The removal of trees near crossing which obscure the view of approaching trains and the installation of crossing bells, all bear on the subject of safety. Committees of the Southern Pacific made of engine, train, trackmen and yardmen, who have done excellent work in the last two years toward making conditions safer for the traveling public and themselves. More and more are employees realizing that the better protection of the traveling public means also added protection of their own lives, and of the happiness of their families. The efficiency tests inaugurated by the Southern Pacific company have come to be a great factor in the prevention of accident, and our men invited them at any hour of the day or night. The elimination of excess speed of trains, with the fact that train and engine men are not criticised for failure to make up lost time, when the effort would endanger life and property and the close observation of the rules of the operating department have done much to make our railroad the "safety way." While we are not unmindful that the medals may go elsewhere next year, I know and feel that the employees of the Southern Pacific will never relax in their vigilance and interest and safety measures. It is these things that gave to our company the proud distinction of adding the first E. H. Harriman memorial medal. It has been my observation that quiet effective work of the employees and the appreciation of their efforts by our company has done much toward earning this distinction. I thank you, Mrs. Harriman for your generous interest, also the gentlemen of the American Museum of Safety and Mr. Kruttschmitt and Mr. Sproule, who made it possible for me to come from the Pacific to the Atlantic ocean, that I might receive this great honor and this bronze medal in person."

The affair was attended by several hundred persons. The Anderson studio in which it was held, is one of the most attractive and interesting rooms in the United States placed by its owners at the service of the Museum making the presentation, as unique in its character as was the occasion itself.

EAGLE POINT EAGLETS By A. C. Howlett.

Mrs. Kee of Butte Falls, who has been visiting her daughter Mrs. W. E. Buchanan, returned home Friday last.

Mrs. A. J. Florey, wife of our esteemed postmaster, went up to prospect to visit her mother, Mrs. Chauncey Nye. She expects to remain for about two weeks and while in that section aims to visit the W. C. T. U. at Peyton that she organized some time ago.

Speaking of Peyton, Rev. L. L. Simmons, the pastor of the Baptist church, went up there and preached Tuesday night for them and while there registered 23 voters and in talking about registering voters, said that everyone of them were going to go to the polls and vote dry on the question of wet and dry amendment to the state constitution. In fact he says that a large majority of the rural voters are going to vote to put out the saloon this fall.

Our town council held a meeting last Tuesday night the 10th, and or-

dered an ordinance drawn up to put a stop to people riding on the sidewalks on their bikes, and making some changes in the management of our municipal affairs.

Frank Brown, one of our leading merchants, has bought an automobile and John W. Smith is building a garage for him.

Speaking about automobiles, the auto agents are getting quite numerous around here and there are several around town who are talking of purchasing machines.

Wilber Ashpole, one of the Medford meat market men, was out visiting his brother Roy, this week.

Miss Ethel Sidinger, our primary teacher, went to Medford last Friday to meet her uncle and aunt and secured the services of Mrs. George Von der Hellen to take charge of her school during her absence.

Mrs. Huff, of Corvallis, who has been visiting her daughters, Mrs. George Von der Hellen and Miss Mabel Huff, returned home Saturday. Mr. and Mrs. Von der Hellen and Miss Mabel Huff accompanied her as far as Medford. They all four took dinner with Mrs. Howlett Friday.

E. R. Peterson, one of the rural school supervisors, spent the night at the Sunnyside Friday night. He reports that he has been visiting the schools and organizing boys' industrial clubs and has succeeded in organizing one in almost every school in his division of the county where there are enough children.

Born, to Mr. and Mrs. Earl Coff, who have charge of the Cooley place, just above town, a boy March 13, 1914.

Wilber Jacks and Benj. Brophy took dinner at the Sunnyside Friday and while here gave me his subscription for the Weekly Mail Tribune.

J. H. Cooley, Claud Gaines and Mr. Garrison were guests at the Sunnyside Friday night.

Herman G. Meyers of Lake Creek was a guest at the Sunnyside Saturday and while here paid me a year's subscription to the Weekly Mail Tribune.

Thomas Cineade, one of our prosperous farmers and stockmen, was in town Saturday and while here paid me for a year's subscription to the Weekly Mail Tribune.

Pete Betz and wife, who own a farm on the banks of Rogue river about eight miles above here, were

doing business with our merchants Saturday.

Robbie Palozzo, who is attending school in Medford, came out Saturday morning to visit his parents.

John S. Quakenbush, foreman on the Corbin orchard, was doing business in town Saturday.

PHOENIX PHACTLETS

Charles Sparling of Vanguard, Saskatchewan, who has been visiting relatives here for the past month, left Tuesday for Portland.

Miss Lydia Wilson of Medford is spending a week with her parents. R. P. Campbell, familiarly known as "Dick Posey," the Ashland poet, was a business caller last Thursday.

Miss Marion Towne spent Saturday in Jacksonville. Mrs. Arthur Furry entertained a

few of her friends at luncheon on Thursday afternoon.

Fred Moore moved his family back to Benge last Saturday.

L. Alving of West Phoenix has been suffering from an acute attack of rheumatism the past three weeks. J. A. Gammell is spending a few weeks in Alameda, Cal., his former home.

S. P. Cope and family have moved into their cottage opposite the schoolhouse.

The study committee of the Civic club met with the Masses Towne Friday afternoon.

The Misses Lydiard and Verne Pendleton of Table Rock visited Mr. and Mrs. W. V. Barnum and family the first of the week.

Mrs. Homer A. Rogers and little daughter of Parkdale, Or., arrived here Saturday morning for an ex-

tended visit with Mrs. C. C. Scott of East Phoenix.

The Civic club will hold its regular meeting Tuesday afternoon at the city hall.

Mr. Rathzou and family have moved on to the S. A. Nye ranch, just west of Phoenix.

Posse Capture Nephew Slayer

ETNA MILLS, Cal., March 16.—Tommy Ruffy, an Indian, who yesterday shot and killed his nephew, Boyd Ruffy, aged 17, and was captured after a long flight over the mountains, was brought here today by a posse of deputy sheriffs. Tommy's father and mother witnessed the tragedy.

Look! Look!

Smoke Governor Johnson cigars, they're made in Medford, you'll like them.



When the World Sleeps

—a hundred thousand lone night workers, at a thousand different tasks, lighten the long hours and lighten their labors with the fragrant comfort of fresh-rolled "Bull" Durham cigarettes.

The telegraph operators in the darkened cities; the night-herders on the silent plains; the night-watch on far-sailing ships; to each and all of them comes the longing for the cheerful companionship of these fresh, hand-made cigarettes, fashioned by their own skill, to their own liking, from ripe, mellow, world-famous

GENUINE "BULL" DURHAM SMOKING TOBACCO

(Enough for forty hand-made cigarettes in each 5-cent sack)

The world-wide appeal of "Bull" Durham is without a parallel in the annals of creature comforts. Millions of men of all nations and all classes find in "Bull" Durham hand-made cigarettes healthful enjoyment and lasting satisfaction. Get "the Makings" today and "roll your own."

FREE An Illustrated Booklet, showing correct way to "Roll Your Own" Cigarettes, and a Book of cigarette papers, will both be mailed to you, free, on postal request. Address "Bull" Durham, Durham, N. C.

THE AMERICAN TOBACCO COMPANY



"TIZ" GLADDENS SORE, TIRED FEET

"TIZ" makes sore, burning, tired feet fairly dance with delight. Away go the aches and pains, the corns, callouses, blisters and bunions.

"TIZ" draws out the acids and poisons that puff up your feet. No matter how hard you work, how long you dance, how far you walk, or how long you remain on your feet, "TIZ" brings a restful foot comfort. "TIZ" is wonderful for tired, aching, swollen, smarting feet. Your feet just tingle for joy; shoes never hurt or seem tight.

Get a 25 cent box of "TIZ" now from any druggist or department store. End foot torture forever—wear smaller shoes, keep your feet fresh, sweet and happy.



Studebaker

Two cars and a name that places the Studebaker dealer in a position of utmost advantage.

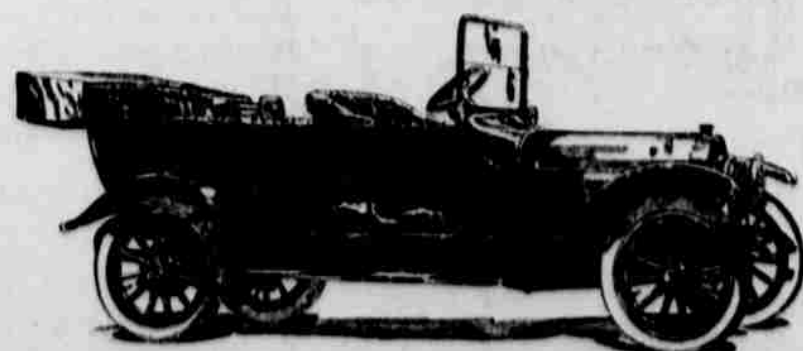
In the Studebaker FOUR at \$1200, including complete electrical equipment, he offers the buyer a car that answers every purpose—passenger capacity, size, power, convenience, all-around efficiency—that a "four" can be expected to give.

In the Studebaker SIX he offers the lowest priced SIX in the world—the price of \$1750 being made possible only by the hugeness of Studebaker production and sales.

The name typifies 60 years of the highest ideals and integrity in vehicle manufacturing; and an organization whose one thought and effort is to maintain it.

Studebaker, Medford

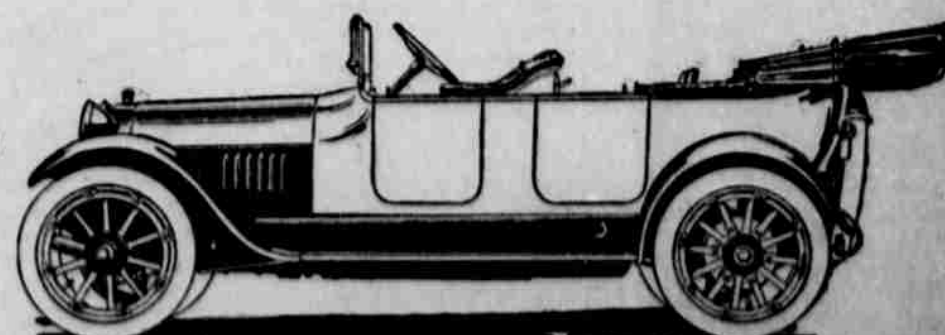
Four Touring Car.....\$1200 Six Touring Car.....\$1750



Medford Garage

ASHCROFT BROS., Props.

MEDFORD, OREGON



Chalmers MOTOR CARS

The Master "Six"

Beauty of design and finish, see the graceful sweep of the oval fenders—the clean running-boards—the low hung chassis—the tapering bonnet—the stream line body—the underslung rear springs—the extra long wheel base and deep upholstery smooth out the roughest roads.

Left hand drive
Center control
Molded oval fenders
Unusually wide doors

Safety,
Comfort
Simplicity
Quietness

Electric Starter
Electric Lights
Electric Horn
Non-stallable Motor

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