

MEDFORD MAIL TRIBUNE

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With Medford Stop-Over

GERMANS PAYING DEBTS TO FOREIGNERS WITH WAR LOAN

BORDEAUX, Sept. 26, 11:47 a. m.—A newspaper published at Chaux-Defonds, Switzerland, copies of which have been received here, declares that manufacturers of the Chaux-Defonds region have received letters from their German clients informing that they are unable to settle their bills, it being contrary to the interests of Germany to send money out of the country.

Being convinced, however, that the Swiss manufacturers desire to see Germany triumph, the debtors lend, with the amounts due their Swiss creditors, purchased in their names stock in the German 5 per cent war loan. The writers say further that they have decided to do business, after the war, only with such firms as accept this arrangement.

AUSTRIA TO STOP RENTES COUPONS

VENICE, Sept. 25, via Paris, Sept. 26, 9:40 a. m.—A telegram from Vienna states that the minister of finance is considering the question of the payment of coupons of Austrian rentes, due October 1, to holders in France and England. In view of the action, it is said, taken by those countries regarding the payment of debts due in Austrians, it is expected the minister will decide to withhold the payments.

The first case of Asiatic cholera has been officially announced in Vienna. It was the case of a wounded officer brought from Galicia. The patient has been isolated and it is reported that he is recovering. There are a large number of cases of dysentery in the capital.

The military commander at Sarajevo, capital of Bosnia, has forbidden all ingress and egress without special passports.

TO HELP UPBUILD NATION'S COMMERCE

WASHINGTON, Sept. 26.—Under the new law authorizing commercial attaches of the United States at principal world capitals, Secretary Redfield appointed the following:

A. Harrington of Ohio to Peru; A. H. Baldwin, former chief of the bureau of foreign and domestic commerce, to London; Dr. Albert Hale, now with the bureau of Pan-American republics, to Buenos Ayres; Edwin M. Thompson of North Carolina, to Berlin; J. H. Arnold, former consul general at Hankow, to Peking; Professor Lincoln Hutchinson of the University of California, to Rio Janeiro; C. W. Veditz of Peoria, to Paris. Seven more are to be named later.

They will serve as the government industrial agents abroad.

ALLIES SEIZE TOWN SOUTHWEST AFRICA

LONDON, Sept. 26, 7:73 a. m.—A Capetown dispatch to the Reuter Telegram company says that a Union defense force occupied Luderitzbucht in German South West Africa, on September 19. The German garrison had previously retreated, blowing up the railway and destroying the wireless installation, but otherwise leaving the place intact.

A LOVER OF NATURE

IN a speech made at Heppner the first of the week, R. A. Booth, the Portland Oregonian's candidate for United States senator, speaking of this state, said:

"Over her borders the stars gleam with more gladness; the rivers race with greater joy; the forests sway in deeper reverence, and her fields yield a greater abundance."

Stars are not a campaign issue; rivers and forests and fields are. Stars are out of the sphere of politics and will continue to "gleam with gladness," no matter whom is elected—though probably they will not gleam quite so joyously to Mr. Booth after the first Tuesday following the first Monday in November.

Rivers, particularly rivers with harbors, will race with greater joy to the citizens of Oregon if the harbors be improved. For the improvement of these harbors, Senator Chamberlain has labored industriously for years at the national capital, securing many millions for the purpose. It is largely efforts to improve these rivers and harbors that keep him at Washington instead of personally campaigning for re-election.

The river and harbor bill recently defeated contained \$7,000,000 for Oregon rivers and harbors. The Portland Oregonian fought the bill, calling it "pork," thus proving its enmity to the development of the state. It was "pork" only because it was a democratic measure, and partisan advantage was sought by its defeat. Had it been a republican administration, there would have been no frenzied effort to slap Oregon by its defeat. The defeat of the bill makes it imperative that Senator Chamberlain stay on the job so that Oregon may secure as much money as possible in lieu of what the state would have received.

Upon the subject of forests, Mr. Booth has reason to feel impressed with the reverence of their sway. He knew exactly what parts of the Oregon and California tainted land grant swayed with the "deeper reverence" and he has told us himself how he grabbed them on credit. He also was much impressed by the "deeper reverence" of the swaying forests of the fraudulent Oregon military land grant and proceeded to seize them. Being impressed with the still "deeper reverence" left swaying in the forests of the national domain, he bestowed his bounteous charity upon poor relations by giving them a few hundred dollars each per sway as dummy entrymen on claims worth as many thousands—thus at one stroke capitalizing charity and reverence.

The fields will continue to yield their abundance—no matter what party reigns at Washington—except those fields which have been unscientifically denuded of their timber by Mr. Booth and his associates. There is no "greater abundance" for them, as there has been for Mr. Booth—only a half century wait for nature to again bring forth an abundance for the enrichment of a few Booths of the future. Even these man-made wastes can be utilized, but Mr. Booth has made no effort to do it. Dr. Withycombe, however, has a practical solution—he would colonize them with Chinese.

Small wonder nature appeals to Mr. Booth—the stars gleam with the gladness of public honors long sought, the mad rivers race joyously to carry his logs and spin the wheels of his power plants, the reverently swaying forests are the source of his wealth and the cut-off fields mute witnesses of his greater abundance and triumphant commercial progress!

BANKER IN FAVOR OF INTERLOCKING DIRECTORS

WASHINGTON, Sept. 26.—George M. Reynolds, president of a Chicago national bank, in a telegram to Vice-President Marshall, read in the senate today, protested against a provision in the Clayton trust bill that would prohibit interlocking of bank directors in cities of more than 200,000 population, which he said would result in financial disorders, particularly in view of present conditions.

UNCLE SAM AIDS COTTON GROWERS

WASHINGTON, Sept. 26.—Arrangements were perfected today by the interstate commerce commission in connection with the trade and reserve boards to relieve the cotton situation in the south. These branches of the government have joined in assisting cotton planters and railways of the south in meeting the extraordinary demand for the storage of cotton occasioned by the European war.

PRESIDENT SIGNS TRADE COMMISSION

WASHINGTON, Sept. 26.—President Wilson signed today the trade commission bill. He announced several weeks ago that he would not appoint the members of the commission until the December session of congress.

John A. Perl, UNDERTAKER, Lady Assistant, 22 S. BARTLETT, Phone M. 47 and 47-38, Ambulance Service Deputy Coroner

AVIATOR SCOUTS FLY OVER MILE UP

PARIS, Sept. 26, 8:23 a. m.—An aviator who has just returned from the front tells of the difficulty encountered by the flying men on reconnaissance duty. He said: "We are obliged to fly at a height of about one mile and a quarter, which makes observations difficult, as small objects, even with the aid of the strongest glasses, assume unfamiliar shapes. "If we fly under that height we are greeted by a hail of rifle fire, which is far more effective than the cannon. We fear the rifles more than the bursting shrapnel, as the fire of the regiments, concentrated on a single object, is far more deadly."

Experienced Women Advise Mother's Friend

Because it is so perfectly safe to use and has been of such great help to a host of expectant mothers, these women, experienced in this most happy period, advise the use of "Mother's Friend." Applied externally to the abdominal muscles its purpose is to relieve the undue tension upon the cords and ligaments resulting from muscular expansion. Beneath the surface is a network of fine nerve threads and the gentle, soothing embrocation, "Mother's Friend," is designed to so lubricate the muscular fibres as to avoid the unnecessary and continuous nagging upon this myriad of nerves. Applied to the breasts it affords the proper massage to prevent caking. There is scarcely a well-stocked drug store anywhere but what you can easily obtain a bottle of "Mother's Friend" and in nearly every town and village is a grandma who herself used it in earlier years. Expectant mothers are urged to try this splendid assistant. "Mother's Friend" has been prepared by Bradford Regulator Co., 310 Lamar Bldg., Atlanta, Ga., for nearly half a century. Send for valuable little book to expectant mothers.

KLEIN FOR KLOTHERS MADE IN MEDFORD

FRANCE SEIZES GERMAN COLONY OF COCO BEACH

BORDEAUX, Sept. 26, 11:55 a. m.—The ministry of marine announced today that the French gunboat Surprise, on September 21, took possession of Coco Beach, in Kamarun, the German colony in western equatorial Africa.

Coco Beach is at the entrance of the Muni river, which falls into the sea in Coriseo bay. This territory was ceded to Germany as a result of the Franco-German agreement of 1911. Victor Angagneur, minister of marine, announced the capture of Coco Beach at the cabinet meeting this morning. He said that previous to

landing her marines, who dislodged the German troops on shore, the Surprise, a vessel of 680 tons, unarmored and carrying ten small guns, sunk two vessels belonging to the German auxiliary fleet, the Rhios and the Italo.

Wet Weather Comfort TOWER'S FISH BRAND REFLEX SLICKER

Wet it when you work. Cannot absorb water—turns off every drop and keeps you dry and comfortable. In every sense a service coat, strong at every point. A big buy any way you look at it. SOLD EVERYWHERE. Protector Hat, 75 Cts. TOWER'S FISH BRAND. Catalog Free. Satisfaction Guaranteed. A. J. TOWER CO., Boston.

MADERITE IN AMERICA One Price—Always. 1/2 oz., 10c; 1 oz., 20c; 2 ozs., 35c. CRESCENT MFG. CO., Seattle. 1 Lb. 25c.

Bartlett & Netherland Taxidermists and Furiers. You know our ability as Taxidermists. Furs cleaned, repaired and remodeled. New furs made to order and carried in stock. Watch the windows at Ewing's Gun Store, 112 W. Main street.

1915 Cadillac 1915 An Eight Cylinder Cadillac. The matchless mode of motoring reserved to only a few privileged persons in the Old World (at an almost prohibitive price) developed by the Cadillac Company for American motorists! Serious-minded motor car manufacturers have sought the ideal power principle for fifteen years. The Cadillac Company has never relaxed for a month, a week or a day its patient pursuit of that underlying principle which would prove to be ultimate and final. In the course of that long journey toward perfection, the Cadillac Company has given serious consideration to every reputable type of motor—endeavoring to scrutinize with scientific impartiality the virtues and the limitations of each and every one alike. Building and experimenting in turn with every type from the single cylinder to the six, and from the poppet to the rotary and to the sliding valve, we have been carried forward irresistibly by the impetus of our own research, to the highest form of frequent impulse motor—the V Type Eight Cylinder. It is admitted, we believe, that this Company produced in the four-cylinder field a succession of cars which earned the title, "Standard of the World." Beyond that loomed for us only one hope and possibility—the promise of a motor in which there would be no lapse, no pause, no hesitation between impulses, but an overlapping of strokes so complete as to produce a flow of power almost literally liquid in its continuity. We sought the medium by which the Cadillac would be endowed, not with approximate freedom from gear shifting, or approximate hill-climbing ability on high, or approximately swift acceleration, but with the highest possible form of these three characteristics. The Cadillac already possessed those qualifications in an extraordinary measure, but we wanted them developed to a point beyond which it was not possible to go. This requirement pointed straight to an Eight-Cylinder Cadillac with four power impulses during every revolution of the fly-wheel. How fully these luxuries of travel have been achieved, nothing but your first memorable ride in the new Cadillac can reveal. As the Cadillac softly speeds along under the almost magic influence of this new power principle, you become oblivious to the wonderful mechanism which gives you motion. The sensation is as unique as though you had never motored before—the sense of floating through space comes to you as it never came to you before. It is useless to try to depict in words, thrills which you have never felt—or to portray a degree of ease which you have never experienced. Good roads yield up a velvet quality of travel undreamed of. Bad roads lose much of their terror, and hills seem almost to flatten out before you—so easily, so quietly and with so little effort does the car surmount them. In operation, you enjoy the extreme of flexibility—from less than three miles an hour in crowded city streets and congested traffic to more than sixty miles an hour on the open highway, without change of gears. Comfort is subserved in the highest degree by the absence of vibration and the pronounced flexibility—and, again, by the yielding springs; the ease with which the car is handled and controlled; the smoothness of the worm bevel driving gears, the soft clutch action and the exceptional sense of rest and relaxation. The Cadillac factory will only build 25,000 of these cars and delivery will depend on early order. Specifications In Brief: ENGINE—Eight cylinder V type, high speed, high efficiency. Brake and transmission built in unit. Cylinders cast in two blocks of four cylinders each with water jackets and combustion chambers integral. 3 1/2-inch bore by 5 1/2-inch stroke. Piston displacement 314 cubic inches. HORSE POWER—S. A. E. rating 31.28, actual, more than 60. COOLING—Water. Two impeller pumps insure proper water distribution. Radiator, Cadillac tubular and plate type. LUBRICATION—Cadillac Delco Improved Dual system. LUBRICATION—Automatic pressure feed by gear pump to crankshaft and connecting rod bearings. CRANKING DEVICE—Cadillac Delco, improved, patented CARBURATOR—Cadillac, designed especially for this engine. CLUTCH—Multiple disc, dry plate type. TRANSMISSION—In unit with engine. Selective type sliding gear, three speeds forward and reverse. AXLES—Rear, Cadillac Timken, full floating type; Timken bearings. Front axle, drop forged, special alloy steel, I beam section. DRIVE—Tubular shaft, to special cut Worm type bevel gears.