

35 LIVES LOST MILLION DOLLARS LOSS, CINCINNATI

CINCINNATI, O., July 8.—The most devastating storm that has visited this city in several decades descended about 9:30 o'clock last night, raged with cyclonic intensity for half an hour, took a toll of lives estimated at close to thirty-five and wrought property damage exceeding a million dollars. The total of fatalities will be increased within the next few hours, it seems certain, as at least ten of those reported missing are believed to be under the ruins of five buildings that collapsed in Sixth street west of Mound.

Towboat Loses Twelve

The list of dead includes twelve men of a crew of eighteen of the towboat Conroy, which went down during the storm. None of the bodies had been recovered.

The storm was equally severe over northern Kentucky and the property damage there will almost equal that suffered by this city. Only one death has been reported from the Kentucky side of the river today. The crop damage was heavy.

Cincinnati awoke this morning to find railroad service partially paralyzed, its wire communication with the outside world hampered to such an extent that only press wires were available, its streets littered with fallen trees, signs, roofs of houses and other wreckage that had been tossed there by the wind.

Numerous church spires were blown down and with the wreckage in the streets not yet removed street car service was limited.

From the other side of the Ohio river, in Newport, Covington, Fort Thomas and Fort Mitchell, Ky., come reports of collapsed houses and the street car service of those cities has been entirely suspended.

In Outlying Districts

In the outlying districts of Cincinnati the property damage appears to be heavy, particularly in the resident sections of Clifton, Avondale and College Hill.

It was ascertained definitely today that a special train on the Pennsylvania railroad, carrying racehorses from the recently ended meeting at Latonia, on the eastern tracks, was wrecked at Terrace Park, a short distance from this city. Nineteen of what are considered the best horses that raced at the Latonia meeting were killed. It was also reported that two caretakers were killed and nineteen others injured, including several jockeys. The large racing stable of E. R. Bradley was on this train.

LAST CHANCE TO SEE VALLEY MOVIES

On account of the increasing demand for a repetition of the Jackson county moving pictures, Messrs. Allen and Withington have leased the Star theater for Friday, July 9, and the entire six reels will be shown, afternoon and evening, for positively the last time, as the pictures must be in San Francisco by the first of next week.

Time and prices will be so arranged as to give every one a last chance to see these wonderful pictures.

BLUE LEDGE MAY SHIP ORE BY TRUCK

F. W. Carnahan, superintendent of the Blue Ledge mine, is expected to return to Medford this week from a month's trip in the east, where he conferred with Robert S. Towne, owner of the Blue Ledge mine. Mr. Carnahan has left New York and is expected to bring definite word regarding the proposal to haul ore from the Blue Ledge district by automobile truck. Mining men with claims in that district are awaiting Mr. Carnahan's return. At the present time copper is exceedingly high, the supply being used in the manufacture of munitions of war for the European belligerents. About 2000 tons of ore are blocked out in the Blue Ledge, its mining being retarded by the lack of transportation facilities.

Free Methodist Church

District quarterly meeting at the Free Methodist church, corner Tenth and Ivy. Services every night at 8 o'clock and over the Sabbath. Our district elder, Rev. D. D. Dodge, will be with us and other ministers of the district. We invite you to these services. J. E. Bradley, pastor.

FATHER OF RECLAMATION DUMPED RECLAMATION IN THE PORK BARREL

Director Newell Is Thrown Out of Service Which He Has Made a Great Success—Congress Takes Over Spending of Money on Projects, Hence Junketing Trips.

BY GILSON GARDNER

WASHINGTON, July 8.—On July 1, the United States reclamation service became a pork barrel.

For 13 years the reclamation service has been unique in government work in that it has been non-political. It has been notably free from graft, as proved by many investigations and its history has been marked by success. All this time Frederick H. Newell has been its director.

Now the reclamation service has taken its place along with the political navy yard, the spending of money on useless waterways and the maintenance of useless military posts.

How Work Carried On

When the reclamation service was established and up to the present time the work was carried on with funds received from the sale of public lands in the arid and semi-arid states of the west. These funds were used for the irrigation work and refunded to the treasury by the reclamation settlers. Theoretically the fund was to be a continuing fund for the indefinite reclaiming of lands.

Under a new law passed by congress July 30, 1914, but which became effective July 1, money from the sale of public lands is hereafter to be put in the treasury and expended, not by reclamation experts, but by congress.

At the present moment this results in the remarkable spectacle of a large party of committee on appropriations congressmen junketing through the west to decide on reclamation projects and how to spend reclamation money!

In the meanwhile another series of events have practically removed from the reclamation service Frederick H. Newell, known all over the country as the father of reclamation. Mr. Newell was the first director appointed after the passage of the reclamation act of 1902.

Ballinger-Pinchot Controversy
One of the causes of the famous Ballinger-Pinchot controversy was the announced purpose of Secretary Ballinger to remove Newell and turn over the reclamation service to politics. Ballinger's complete defeat entrenched Newell in his position and his successful work went forward.

When President Wilson was elected and Lane became secretary of the interior, the conservationists were more than satisfied. He was a conservationist and in most matters has continued to be so. What has happened in the case of Newell and the reclamation service is therefore difficult to understand.

Eight months after Secretary Lane assumed office, he began to reorganize the reclamation service. In place of a single director director, he substituted a commission of five men. These were: F. H. Newell, director; A. P. Davis, chief engineer, who had been in the service from the beginning with Newell; and three western men who were not either engineers or specialists in irrigation. One was Will R. King, formerly justice of the supreme court of Oregon, and who came to the national capital as a rumored aspirant for several offices; W. A. Ryan, a California politician, formerly with Lane in the interstate commerce commission, and I. D. O'Donnell of Montana, a banker and promoter of private irrigation enterprises.

Eliminating Authority

Thus Newell's authority as director was really removed. He became a minority member of a board whose majority were not reclamation engineers, but political appointees.

Then came the congressional action which has overturned the entire reclamation policy. Oscar W. Underwood, democratic leader, ably assisted by James R. Mann, republican house leader, and John J. Fitzgerald, appropriations chairman, put through what is called the "Underwood amendment" to the reclamation extension act, providing that hereafter congress should make all appropriations for reclamation work.

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Frederick H. Newell

tions for reclamation work. The bill is suspicious enough for the sole reason that these three backed it. It is said that Lane made no strong fight against it.

Four months after the passage of this legislation, on December 3, 1914, Newell received a short letter from Secretary of the Interior Lane "transferring him to the position of consulting engineer," and putting him on the same basis as other consulting engineers.

Still later Secretary Lane abolished the office of director of the reclamation service, "consolidating the positions of chief engineer and director, with A. P. Davis as director and chief engineer."

With this action Newell ceased to hold any position except that of consulting engineer, and ceased to exercise any authority over the policy of the service whatever.

Newell is Discharged

A letter soon followed from Secretary Lane informing Newell that on March 8 his job as "consulting engineer," at a definite monthly salary, would terminate, except that if his advice should be needed such advice would be paid for on a per diem basis.

This left Newell on the sidewalk. His activities as a consulting officer of the service may be judged from the fact that he is now earning his living delivering lectures at the University of Illinois.

Newell has spent his life in the government service at a comparatively meager salary.

His was the brain that conceived and carried out the great reclamation works.

He was the man who was investigated again and again, and always came out with a clean record.

Newell was the first man in the government service to conceive the idea of water conservation. He was the man who inspired the engineering force under him, as Goethals inspired that force on the canal zone.

And now that the work is beginning to bear fruit, Newell is quietly shelved.

CARRANZA CLAIMS VILLA WORSTED IN 12 HOUR BATTLE

WASHINGTON, July 8.—The Carranza forces have ousted their attack on the convention forces defending Mexico City up to within ten miles of the capital. Their military trains are operating that close to the city. State department dispatches from Vera Cruz today give this report.

LAREDO, Tex., July 8.—Carranza authorities at Nuevo Laredo, opposite here, announced today that as the result of a twelve-hour battle yesterday they had captured Lomole and relieved Monterey and surrounding territory from immediate attack by Villa forces.

Lomole lies thirty-two miles northwest of Monterey and to the northward of Paredon, which the Carranza forces unsuccessfully tried to take last Monday.

"Villa forces lost 500 men killed, while the Carranza casualties were light compared to the Villa losses," the announcement said. The Carranza forces had approximately 15,000 men and the Villa forces 10,000 men, it was announced.

SUBMARINE KILLS TWO AMERICANS

LONDON, July 8.—Two Americans, Richard Martin, either of Chelsea, Mass., or Providence, R. I., and John Mahoney, thought to have lived at 321 Third avenue, New York, were killed by the shell fire of the German submarine which attacked the British ship Anglo-Californian.

PLAN NARROW GAUGE TO RIDDLE LIME QUARRY

ROSEBURG, Or., July 8.—J. W. Blain, A. L. Reed, G. E. Rumelin and H. D. Wagon of Portland have secured rights-of-way for a six-mile narrow gauge railroad from Greens to the Riddle lime property and propose to build a crusher and pulverizer to make land plaster and other lime products. The cost of the undertaking is estimated at nearly \$50,000. The lime quarry will be worked on a royalty basis.

It is also reported that the Portland Cement company will resume work on its quarry by constructing a railroad and installing more machinery.

AWARDED GOLD MEDALS San Francisco 1915

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Of new patterns in Genuine Mary Pickford Silk Auto Caps, satin lined, extra quality, shown in following solid colors: Gray, navy, red, black, sand, emerald, Copenhagen blue, light brown, tan, royal blue; also black and white checks in large and small checks, on sale at..... **\$1.48**

THE MAY CO. **MRS. QUISENBERRY WINS CONTEST** **THE MAY CO.**
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GOLD SEAL BUTTER SLOGAN CONTEST

The judges announce the following prize winning slogans in the Gold Seal Butter Contest.

First Prize, \$20.00, Esther Warner, 806 West Main. "Purest and Best by Every Test."
Second Prize, \$10.00, Carter Brandon, 315 West Main. "By It's Flavor It Wins Favor."
Third Prize, \$ 7.50, Ralph Brandon, 337 South Oakdale. "North, South, East or West, Gold Seal Butter is the Best."
Fourth Prize, \$5.00, R. L. Burnett, Medford, Ore. "Not Better than the rest, but better than the best."
Fifth Prize, \$ 2.50, Mrs. Emma Tackstrom, 615 W. 13th Street. "Once tried always eaten. Gold Seal Butter Can't Be Beaten."
Sixth Prize, \$ 2.50, Mrs. Roy B. Peebles, 601 Dakota Ave. "Faultless in flavor, freshness and savor."
Seventh Prize, \$ 2.50, G. C. Seymour, 840 West Palm Street. "You'll always buy it, if you try it."

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In city or country, for business or pleasure, under all conditions, the mechanical perfection, strength, light weight and simplicity of the Ford car make it the people's utility. And they average only about two cents a mile to operate and maintain. Barring the unforeseen, every retail buyer of a new Ford car between August 1914 and August 1915 will receive from \$40 to \$60 as a share of the Ford Motor Company's profits.
Touring Car \$490, Runabout \$440, Town Car \$600, Coupelet \$750, Sedan \$975; f. o. b. Detroit with all equipment. On display and sale at

C. E. GATES