

CANDIDATES FILE PETITIONS SEEKING PUBLIC OFFICES

Monday, the last day for filing for candidates for the city election, saw a revival of interest, with indications that two tickets will be in the field—the ins and the outs.

City Recorder Foss, who has efficiently filled his position for two terms past, will have as his opponent Martin McDonough, a former merchant and well-known citizen of Medford.

City Treasurer Gus Samuels will be opposed for his third term by J. W. Shirley, a well-known accountant and former teacher in the public schools.

Councilman Medynski, in the first ward, will be opposed by Dr. J. J. Emmons, the well-known physician and surgeon.

Petitions are in circulation for Dr. J. M. Keene, in the second ward, recently appointed to fill the vacancy caused by the resignation of Col. H. H. Sargent. T. G. Burrows of 502 S. Newtown also has filed and it is reported that a petition is also being circulated for George L. Treloher.

In the third ward, C. W. Davis, of Warner, Wortman & Gore, is the only candidate yet filing to succeed Councilman Miles, who will not be a candidate to succeed himself.

OBITUARY

VAN SCOY—Mrs. Orla C. Van Scoy, wife of Prof. W. T. Van Scoy, died on Sunday, January 2, 1916, at May's creek, aged 67 years and 19 days. Paralysis was the immediate cause of death. Funeral services will be held from the residence of a daughter, Mrs. D. B. Russell, 719 Welch street, this city, on Tuesday, January 4, at 10 a. m. Rev. Douglas officiating. Burial will be in the Odd Fellows' cemetery.

W. T. Van Scoy was teaching school on May's creek, Mrs. Van Scoy being with him. A stroke of paralysis, of which she had suffered several, brought death suddenly.

Besides the husband, a daughter survives her: Mrs. D. B. Russell of 719 Welch street, this city.

Deceased and her husband have resided in this state about 35 years and in Jackson county 22 years of that period. Prof. Van Scoy, who formerly conducted a business college in this city, is prominent in educational matters in the state. He was the principal of the state normal at Ashland, during its brief career. His home has been at Ashland, during the greater part of his residence in this county.

Mrs. Van Scoy was much beloved by a large circle of acquaintances in this county, where she became popularly known for her many graces of disposition and character.

Condolences of many friends are extended to Prof. Van Scoy and the only child, Mrs. Russell, in their bereavement.

ASHWORTH—Robert Ashworth died at his home at Central Point, Sunday, January 2, of Bright's disease, aged 62 years, 2 months and 16 days.

Funeral services will be held from his late residence in Central Point on Tuesday, January 4, 1916, at 2:30 p. m. Rev. Stille officiating. Burial will be in Central Point cemetery under the auspices of the Ancient Order of United Workmen, of which deceased was a prominent member.

Deceased is survived by a daughter, Mrs. Agnes Anderson.

Robert Ashworth was a resident of Jackson county 27 years and is well known throughout the valley. He had many friends in various parts of Southern Oregon who will regret to learn of his demise.

SURRAN—Mrs. Mary Emeline Surran, aged 75 years, 3 months and 14 days, died at her home, 1035 West Tenth street, this city, at 3:10 o'clock this morning. Funeral services will be held from Perl Undertaking parlors at 2:30 o'clock Tuesday, January 4. Rev. Harry L. Tucker officiating. Burial will be in Odd Fellows' cemetery.

Deceased had been a resident of Medford for 25 years. Her husband passed away four years ago. Six children survive the mother. They are O. A. Surran, Birmingham, Wn.; Fred, Roy and Leo of this city; Mrs. Della Parker of Medford, and Mrs. Eva Cline of Grand Rapids, Michigan.

COLEBOURNE—Thomas Colebourne, a native of England, born August 3, 1846, died at Rogue River, Ore., December 26, 1915, aged 69 years, from la grippe. At the age of 26 years he came to Iowa and on July 7, 1873, he was married to Miss Mary R. Hays at Marshalltown, Ia., and in 1876 the family moved to California and remained in that state eleven months, when they moved to southern Oregon, where they have since remained, having lived in several places, spending his last few years at Rogue River.

PUBLIC MARKET BUSINESS SMALL OWING TO DROUGHT

The fourth year of Medford's public market's existence has just passed—and, in the matter of substantial results, it was the most unsatisfactory year of the four. It did less business because it had less to do business with.

The exceptions are in the case of peaches, berries and cider. In the latter an immense business was done. This is due to the excellent quality of cider made in this valley. Peaches and berries did well because they matured before the drought caught them.

The market has been selling from 26 to 32 hogs each Saturday until lately. The supply of hogs gave out. Small farmers who raised and fattened as many hogs as they could produce feed for made good profit on them, notwithstanding the low prices prevailing.

Only in a small way could outside demands be met. Ton lots, or even half-ton lots, couldn't be touched. In September of this year orders were taken for 1800 sacks of potatoes. During the three months since then less than 100 sacks could be obtained.

We Had No Irrigation

"Drouth is the one word that explains the situation," said Superintendent E. J. Ranyard of the market, when asked what produced the shortage this year. "We had no irrigation. The drouth did the rest."

So, we may add a good many thousand dollars more to the already more than a third of a million dollars loss on fruits and livestock alone last year. "Drouth," as Superintendent Ranyard summarizes it, explains it all. Drouth, with no provision to overcome it, has made our farmers poor. When the farmers are short of crops and, therefore, short of money, everybody else in the valley is short of money. That's what makes hard times.

Drouth in a semi-arid country is not an occasion for surprise, any more than a cyclone is in a country subject to hurricanes. One can't make any provision that will head off a cyclone, but the amazing thing is that, in a country abundantly supplied with water, there is no provision against drouth.

How About Poultry?

Asked as to the supply of poultry and poultry products, the market superintendent said: "All kinds of poultry and eggs short. Couldn't supply the demand."

From other sources comes the information that poultry feed was too high in price to justify enlarging the flocks. Poultry feed on the farm too high for profit in the farm flock? Why? "Drouth!"

So the effects of the drouth may be traced even directly to the shortage in the plate passed in church. And the good deacon would say, if questioned:

"Drouth! God gave us an abundance of water in the lakes and streams of the mountains, but the farmers didn't fetch it to the ranches and the drouth burnt their crops up because of their failure to manifest gratitude for the bounty so generously offered."

In one respect the good deacon may be wrong. God is never the author of misfortune. But man is; and in this case it amounts to hundreds of thousands of dollars.

O'Neil and Pray are not evangelists—they are Chicago real estate dealers.

FREIGHT WRECK NEAR WINCHESTER BLOCKS TRAFFIC

Northbound Southern Pacific freight train No. 222, operated by Engineer Henry Ryan and Conductor Howard Weichlein of Roseburg, at 7 o'clock Saturday crashed head on into southbound local freight train No. 229 a few feet north of the high trestle spanning the Umpqua river near Winchester.

Glen Patrick, fireman on train 229, was caught between a derailed boxcar and the locomotive, necessitating the amputation of his left arm between the elbow and shoulder. Train No. 229 was operated by Engineer Joseph Kirk and Conductor C. G. Reymers of this city.

Car of Matches Aflame

The accident happened on a sharp curve and neither engineer saw the danger until the trains were less than two car lengths apart. As the locomotives came together a car loaded with matches and located some distance behind the engine pulling train No. 222 buckled up, left the track and crashed down the abutting embankment beneath the trestle. It caught fire almost immediately.

The wooden approach to the steel bridge spanning the Umpqua river also caught on fire.

Cattle and Hogs Burned

As soon as it became apparent that the remainder of the train and bridge were in danger a crew of volunteers was organized in an effort to save two carloads of cattle and hogs which were directly behind the locomotive of train No. 222 and ahead of the car of matches. Several cattle jumped from the open door of the cars, but were killed in the fall, while others were probably smothered by the heat and smoke from the burning car. Although not derailed, both locomotives are badly damaged.

Crew Has No Time to Jump

Engineer Ryan said that the accident happened so quickly that neither of the train crews had a chance to jump. There were about fifty cars in each train and they were running about twenty-five miles an hour at the time of the crash.

Immediately following the accident Fireman Patrick was carried over the hills for more than a mile and placed in an automobile and hurried to a Roseburg hospital. The attending physicians believe he will recover unless complications should develop.

The two cars directly behind the locomotive pulling train No. 222 telescoped and left the track. One of these cars was badly damaged.

Orders Misread, Says Company

It was given out at the Southern Pacific offices that the accident was due to the crew of train No. 222 misreading its orders. The crew had received orders to meet No. 229 at

DEAD OAK TREE LOSES SMITH JOB AS ROAD MASTER

Roadmaster Joe Smith, former county commissioner, has lost his job—and all on account, he says, of a dead black oak tree that was situated in the center of the county road between the Hanley and Stewart orchards. At the Thursday meeting of the court the order for Smith's removal was signed by Commissioners Leever and Madden. County Judge Tom Velle protested the order.

According to Mr. Smith, the dead tree was about in the center of the road, a little toward the Stewart side of the highway. It was in the way, and he offered it for its removal. The offer was accepted by Dick Rantleberger of the Stewart orchard, who started to work cutting the tree down.

All unknown to Mr. Smith, it seems that E. B. Hanley wanted the tree, and the next day, Mr. Smith says, Mr. Hanley told him that he had been "fired," and that he, Hanley, had bought the tree from the county court. Road Supervisor Weicher, acting under orders from the commissioners, cut the tree down.

There had been an informal meeting the day before of the county court over the Ashland hill railroad crossing with State Highway Engineer Cantine, and Mr. Smith states that he found upon inquiry that Mr. Madden had put the question of his discharge to a vote, Commissioner Leever voting with him for Smith's discharge.

A third party then entered the field. Mr. Willets, owner of the tract upon which the Stewart house is located, employed Attorney Lincoln McCormack to bring suit for the tree, claiming that it was his property, as the tree was on his side of the road, and that the county had no jurisdiction, a fact at once admitted by the court, so, as Mr. Smith says:

"Mr. Willets gets the tree and I get the ax. I had no idea there was anyone wanted the tree, and followed the customary practice to save the county the expense of its removal. I know that Commissioner Leever has long sought my scalp, but no charges were preferred against me and I was given no hearing."

The removal order merely states that Smith's services are dispensed with, as a roadmaster is not needed in winter.

Winchester, but thought they were to pass the southbound train at Sutherland, twelve miles north of the scene of the accident, the company said.

Hundreds from Roseburg chartered jitneys and went to the scene of the wreck over roads which are deep with mud and melting snow.

All traffic was blocked for twenty hours, the Shasta limited, due early Sunday morning, not arriving until 10 o'clock Sunday night.



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