

FORWARD END OF SUSSEX TORN AWAY BY TORPEDO

LONDON, March 25.—Edward Huxley, who witnessed the incident from beginning to end, states that several passengers and a number of members of the crew undoubtedly were blown to atoms by the explosion.

Huxley told the Associated Press a remarkable story of the manner in which the forward part of the Sussex was torn off at the captain's bridge. The remainder of the vessel was so little damaged that even the electric lights continued to burn.

Huxley described the scene on the Sussex after the explosion as horrible. He would venture no opinion as to whether the disaster was caused by a mine or a torpedo.

"I was standing on deck, just aft of the captain's bridge, chatting with Mr. Drake. I had just looked at my watch and noticed that it was 3:05 p. m. when suddenly there was a muffled explosion. The whole forward part of the ship seemed to rise in the air and was torn away completely from the rest of the steamer. The Sussex had been cut cleanly in two at the bridge.

"Fifteen or twenty persons were drowned by jumping overboard.

"It soon became apparent that the after part of the ship, which was maintaining an even keel and holding steady, was in no immediate danger of sinking, and the panic virtually ceased. Passengers then set about giving first aid to the injured. A number of injured persons were buried in the debris near the bridge.

"Seven persons, all terribly injured, were dug from the wreckage, and several badly mangled bodies. Undoubtedly other bodies were torn to pieces."

NEW PLAN SUGGESTED

(Continued from Page One.)

mile unit aforesaid and work carried on continuously until line is finished, except that such agreement shall not operate in case of inability because of strikes, acts of God or other causes over which it has no control.

B. In consideration of the foregoing the city of Medford to forthwith call an election for the purpose of authorizing the issue of its bonds in the sum of \$250,000, which bonds shall be placed in the hands of the said committee for sale or other disposition and the proceeds thereof shall be paid to the Southern Oregon Traction company in sums equal to one-fifteenth of the proceeds of the sale of said bonds, less 10 per cent upon completion in accordance with this contract of each mile. The 10 per cent aforesaid may be reserved and paid when the total 15 miles is complete.

Agrees to Buy Road.

Upon the completion of said fifteen miles of railroad as set forth, the Southern Oregon Traction company will purchase said railroad and agree to pay \$250,000 for same as follows: Interest shall be paid on said amount semi-annually at the rate of 6 per cent per annum, for five years, from the time of the completion of said fifteen-mile unit, and interest thereafter at same rate on all unpaid amounts, until the whole amount is paid.

Commencing with the termination of the five-year period aforesaid, \$6250 of said principal shall be due and payable, and a like amount semi-annually thereafter, until the whole purchase price shall have been paid, with interest. And the Southern Oregon Traction company may, at any interest-paying date, during said contract, pay the total unpaid balance of said purchase price and shall receive title to said railroad. Pending the purchase, reciprocal traffic agreements will govern the operations of both roads.

SOUTHERN OREGON TRACTION COMPANY, by S. S. Bullis, president.

Mine to Operate.

This proposal will be submitted to the mass meeting, with favorable recommendations. It is, of course, purely tentative and a full discussion of the project is desired.

Mr. Carnahan, local manager for R. S. Towne, owner of the Blue Ledge mine, states that the mine will be operated if a railroad is built, as well as the other mines of the district, and that a large plant will be erected at once. It is probable that a concentrator will be erected and the mat shipped.

Mr. Bullis states that Mr. Towne has guaranteed a minimum of 200 tons of ore or concentrates a day.

The railroad, states Mr. Bullis, will not stop at the Blue Ledge, but will extend into the Klamath timber belt and eventually down the Klamath river to Eureka.

BORDER MURDERS PROVE MYTHS UPON INQUIRY BY TROOPS

WASHINGTON, March 25.—Major-General Funston telegraphed the war department this his military observers, after a survey, find there has been no massing of Carranza troops along the border and no strengthening of garrisons since the Columbus massacre.

COLUMBUS, N. M., March 25.—Investigation of reports that Mexican brigands had raided the border eight miles from here and killed three Americans disclosed that they are unfounded. Everything was quiet at Gibson's ranch and there was no trouble there.

SAN ANTONIO, March 25.—In answer to protests from residents at Presidio, Maria and Del Rio for greater protection, General Funston has announced that a battalion of the Twenty-fourth infantry, now on the way here from Fort D. A. Russell, will be stationed in that district.

One company will go to Maria, relieving a company of the Fourteenth, which will go to Presidio, opposite Ojinaga, Mexico, and two companies will go to Del Rio for patrol duty along the Southern Pacific railroad. Another company will be stationed at Fabens, near El Paso.

MEDFORD ELKS TO VISIT ASHLAND LODGE

Officers of the Medford Elks will go to Ashland this evening to conduct the initiatory work for a large class of Elk candidates in that city tonight. Officers of the Ashland lodge of Elks conducted the initiatory work for the Medford lodge in a recent meeting in this city.

Automobiles have been engaged to convey 100 or more Elks from this city to Ashland this evening. It is desired to attend in force at the neighbor lodge's session, and special request is made for as many to go as can make it possible to get away in time. Many of the cars will leave about 7:30 this evening.

AMERICANS TORPEDOED

(Continued from page one)

Baldwin, daughter of Professor J. Mark Baldwin, a resident of Paris, and Wilder G. Penfield of Hudson, Wis., a Rhodes scholar at Oxford university.

Whether or not any Americans were killed by the explosion or drowned has not been ascertained, but American passengers say that a young American was standing at the point where the explosion occurred and could not be found afterward.

While the loss of life was considerable, according to passengers, it is believed the greatest sufferers were members of the crew.

Survivors Landed.

A British destroyer landed seventy passengers at Dover early this morning and a majority of them came to London today. The other survivors were taken by a French trader to Boulogne. Hence it is impossible to obtain any accurate information here whether or not any Americans were killed.

The American embassy issued a notice today asking American survivors who have reached England to report themselves.

The Sussex was towed to Boulogne today. No evidence has been obtained to indicate whether she was struck by a mine or a torpedo, but officials believe a submarine was responsible.

Although passenger steamers have been crossing the channel daily on regular schedules since the beginning of the war, this is the first serious misadventure which has befallen any of them.

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LEWIS AGAIN FINED FOR AUTO SPEEDING

L. L. Lewis, one of the proprietors of the Lewis jitney line, which traverses the Pacific highway in this county, was arrested for a violation of the state speed law yesterday. Attorney Roberts defended him in a jury trial before Justice of the Peace Glenn O. Taylor late yesterday afternoon. The jury rendered a verdict of guilty. The court fined Lewis \$25 and costs.

On account of the frequency of arrests, in spite of official warning on divers and sundry occasions for violation of speed ordinances and highway regulations during the past several weeks, on the part of drivers for the Lewis jitney service, this being the second time for Lewis himself, it is said that his license will be cancelled on the next occasion of arrest for violation of the speed laws.

Prosecuting Attorney Kelly avers that jitney drivers must respect the rights and privileges of the public or give up their licenses to use the highway for that purpose.

AGED PARENTS COME TO AID DR. WAITE

NEW YORK, March 25.—Dr. Arthur Warren Waite, accused of the murder of his father-in-law, John E. Peck, millionaire drug manufacturer of Grand Rapids, Mich., remained under close guard at Bellevue hospital today and no visitors were permitted to see him, save his aged parents, who came from Grand Rapids last night prepared to furnish legal assistance. The young dentist, although still suffering from the effects of the drugs he took two days ago, was reported much improved today.

District Attorney Swann meanwhile was preparing to present to the grand jury on Monday the evidence by which he expects to obtain an indictment charging Dr. Waite with murder.

KAISER'S RAIDER SUNK

(Continued from page one.)

retained. Evidently it was expected the patrol squadron would be engaged in hunting for the Mowee, but the ejection of auxiliaries left no loophole.

Seeing herself in a tight hole, the Grief turned eastward, returning homeward in a leisurely manner so as not to attract attention. The Grief and Alcantara lay almost side by side while the British captain asked for particulars of the strange vessel, which, according to the report, had the Norwegian colors painted on her sides, but which flew no flag. The inquiries from the Alcantara were answered in perfect Norwegian, but the actions of the raider aroused the suspicions of the British auxiliary.

Hot Battle Followed.

The action which followed is described as one of the hottest of the war duels between evenly matched frigates in the days before ironclads. According to the British account, the Grief was put out of action by a few broadsides and sank after twelve minutes. She was followed to the bottom a few minutes later by her victorious adversary, which evidently fell victim of a torpedo launched from the Grief's tube a moment before the raider disappeared.

Other British warships soon appeared on the scene and rescued many members of the crews of the two fighters.

The naval authorities state that the Grief was as well equipped for raiding as was the Mowee.

TREICHLER SELLS HALF INTEREST IN AGENCY

George Treichler, who has been engaged in the automobile business in this city since last October, has sold a half-interest in his business to C. R. Wilson of Salem, an experienced automobile man and dealer. A partnership has been formed and the business will hereafter be transacted under the firm name of Treichler & Wilson.

Mr. Wilson will locate here, Mrs. Wilson to reside in this city, although the major portion of Mr. Wilson's time will be devoted to the Ashland end of the firm business.

The new company will handle the Overland car in all of its popular models, including the Silent Knight. A fine display of cars is now on hand.

Mr. Treichler is pleased with the volume of business he has done with his popular cars during the past few months, and expects to increase it rapidly, with the evident improvement of business conditions.

NEXT ATHLETIC SMOKER AT PAGE

Owing to the great popularity of the smokers or athletic carnivals given by the Seventh company and a desire on the part of the ladies to attend, arrangements are being made to hold the next event at the Page theater. Many of the men who always attend the smokers, so-called, have asked the athletic committee of the Seventh company to arrange the next meet so that their wives may attend; and it is in response to this demand that their wishes are to be complied with.

The name "smoker," as applied to the athletic contests, is a misapplication of names, for the rule against smoking is rigidly applied, owing to the impossibility of the contestants to put forth their best efforts in a room filled with smoke.

Arrangements are already being made for securing the best wrestlers from the University of Oregon to meet local men, and it is expected that the complete program and date for holding the meet will shortly be announced.

The Seventh company boys will out on an exhibition in connection with the show, giving a demonstration in the manual of arms, calisthenic exercises, tent pitching and other things of a nature to show the extent to which instruction is given in the "preparedness" program.

BOYS' CORN CLUB NOW ORGANIZING

Professor J. Percy Wells, county school superintendent, has sent the following appeal to "the farmer boys" of Jackson county who are and who should be interested in the corn clubs and their work:

"At the Oregon state fair in 1913 Francis Winn of Wellen, in this county, won first prize in the boys' corn contest. In 1914 Claus Charley of Brownsboro won the same honors for Jackson county. In 1915 Leonard Charley, a younger brother of Claus, won the first prize for Jackson county for the third successive year, while Claus won first prize in the agricultural contest, using corn for his crop.

"Who will uphold the honors in Jackson county for 1916? Many boys are intending to try. Are you one of them?

"Last year there were an even one hundred boys enrolled in the corn club for this county. Through the generosity of the Farmers' & Fruit-growers' bank of Medford we were able to furnish free seed from the prize-winning field of Claus Charley to more than sixty of these boys. This year the same bank has kindly duplicated its offer of last year and we again are able to offer well-selected seed corn (Yellow Dent, Minn. No. 13) in limited quantities. If you wish to go into this contest in real earnest and have no good seed, send to the county school superintendent. We cannot furnish seed for more than one-eighth of an acre to any boy."

Ladies, if we fail to mail you coupon for free L. V. dust cloth call at our store next Friday. M. P. and H. Co.

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