

TUMULTY LANDS FAT PLUM FOR BOON COMRADE

Appointment of Raymond Baker of Nevada as Director of Mint Arouses Enmity—Main Qualification Is That He Is Cronie of Tumulty—Senate May Hold It Up.

By GILSON GARDNER. WASHINGTON, Feb. 19.—Another "buddie" of Joe Tumulty has landed a good job. Raymond Baker of Nevada has been named to succeed F. J. von Engelke as director of the mint. Baker graduates to this position from being secretary to the former American ambassador to Russia, George T. Marye.

Baker had something to do with the management of Senator Key Pittman's first campaign. Lately he has been living at the Willard and sporting a Packard car with a colored chauffeur, and the general idea has prevailed that his business was lobbying for the Phelan oil bill, which Secretary Daniels has been trying to check. It is certain that Senator Pittman is on the wrong side of this bill which has had a fierce and expensive lobby here in Washington.

Woolley Is Slighted. Von Engelken, who succeeded Hob Woolley as director of the mint when Woolley resigned to take charge of the publicity for the democratic national campaign, leaves voluntarily to become head of a farm loan bank in Florida, but the surprise is caused by the fact that Woolley is passed over, after his valuable services in the campaign, and a minor party from Nevada, whose principal business is supposed to be lobbying, gets the appointment.

Baker's most valuable asset as a job-getter is unquestionably his intimacy with the secretary to the president. The two have been for nearly three years "as thick as thieves," and it should not cause surprise that the best plum knocker in the administration—for such is the secretary to the president—should pull down something for a favorite crony.

Pittman Aided. Pittman, of course, helped, and it is understood that some other western senators also went to the front for Baker. The president may have made the appointment under the impression that he was appointing Ray Stannard Baker, ex-senator and man for the American Magazine, and anonymous author of the David Grayson books. This Baker has been an enthusiastic and valuable Wilson supporter for five years.

There is a good deal of feeling in Washington over this appointment—critical feeling—and in the senate there may be opposition. Indeed, it may be another Carey Grayson case. No Serious Charges.

There is nothing very tangible or serious to be charged against Baker, but there is a feeling that the man who has exclusive charge of the purchase of all the gold, silver, copper and other metals needed by the government for making its coinage, ought to be something more than what Baker is. The purchase of gold is conducted by the mint on automatic lines, but the purchase of silver is made at the discretion of the mint director in the open market. A director might buy when the market is down, as Woolley did, thus making enough on the purchase to run all the mint service for a year, or he might buy when the market is up, thus playing into the hands of money speculators. The same is true of copper, of which the government is a large purchaser in the open market. Besides this, the director is responsible for the safe keeping of the bullion and coin of the realm, to the extent of many millions. The office, in short, is one which should be filled by a man of unquestioned responsibility.

SENATE REFUSES BINGHAM'S SALARY

SALEM, Ore., Feb. 19.—Notwithstanding the fact that the senate several weeks ago passed a resolution to the effect that Ben Bingham, son of Senator Bingham, was not an authorized clerk in the senate, the secretary of state's office put Bingham on the payroll for \$85. By a unanimous vote this afternoon the senate refused to approve of the salary allowance and Bingham will not be given the fund allotted to him by Secretary Dobbins.

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SPEEDY BRITISH DESTROYERS WILL BREAK BLOCKADE

British Naval Attache Describes Method of Protecting Merchant Ships—Half Dozen Destroyers Will Shield Thirty Ships—Neutrals Not British Being Blockaded.

By HERBERT J. DUCKWORTH. NEW YORK, Feb. 19.—With convoys of her newest 40-knot destroyers heavily armed, circling at express train speed around fleets of slow-moving merchantmen and freighters, Britain expects to frustrate the latest and most menacing tactics of Germany's submarine blockade.

Captain Guy Gaunt, R. N., British naval attache, described to me today in his office at the British consulate the method that will be used to protect the cargoes on which Britain must depend for her very life.

"In protecting our mercantile marine at the present time, we have simply to consider the submarine," said Captain Gaunt.

"Half a dozen fast destroyers will be able to afford adequate protection to a fleet of, say, 30 merchantmen."

"The range of visibility of a U-boat is not more than three miles. This means that the destroyers will not be compelled to steer a course more than three miles from the ships being protected."

Method of Convoying. "The big steamers will take the center of the convoy and the smaller tramps the fringe. Now, these small ships do not draw much water, which will make it necessary for a U-boat commander in attempting an attack to set his torpedo to travel at not more than three feet below the surface."

"This would make it very uncertain whether the torpedo would ever reach its target, for at but three feet below the surface the torpedo would be very apt to 'break water.' In coming to the surface the torpedo would probably bump a wave and have its 'eyes' all upset. There would be no telling then when it would eventually land. It might start off for the North Pole and hit the equator."

"With every merchantman in the convoy armed, and with the destroyers ever on the alert, a convoy of merchantmen would be a very dangerous job for a submarine commander to tackle."

British Recognize Danger. "The British government is fully alive to the new submarine danger and is prepared to lose many more ships. That is the price we are paying for the command of the seas. But you will notice that British ships are sailing just the same. We still have thousands of ships on all the seas."

"We are not being blockaded. It is the neutrals that are being blockaded."

"By getting our merchant ships into fleets and convoying them in the manner I have described, and by other means, I think we shall survive."

"One of our greatest difficulties is to get our merchant captains to obey admiralty orders. Our sailors seem to court danger. When we tell them to avoid certain routes, they seem to take a fiendish delight in positively running right into danger."

Explain Emden Success. "The success of the Emden was due to this stubborn trait of our sailors. We warned all merchant ships to avoid the regular trade route between Ceylon and Calcutta, yet when we came to examine our losses we found that not a ship had deviated more than ten miles from its usual course. All the Emden had to do was to cruise along the recognized route, usually followed by British vessels, and pot the ships as they came along."

"We have been fighting the submarines since the beginning of the war. We are now simply going to modify our tactics."

From another source I learned that the British proposal is not to convoy ships to and from the United States all the way across the Atlantic unless the Germans start a campaign over here with their super-submarines.

Until the waters on this side become dangerous, ships from North American and South American ports will meet at a rendezvous, some 300 or 400 miles from the British Isles, the position of which will be flushed to them by wireless in secret code. This meeting place on the Atlantic will be changed for every convoy.

NEW YORK, Feb. 19.—The American liner Philadelphia which left Liverpool February 14 for New York with passengers reported her position by wireless today as 1225 miles east of New York at 10 a. m. She is expected to dock Thursday.

BRITISH AIRCRAFT DEFENSE STOPS ZEPPELIN RAIDS

Raids Abandoned As Fruitless By German Leaders—Attacks to Be Made at Intervals to Keep Aircraft Guns From Front—Wilson Protests Zeppelin Warfare.

GENEVA, Feb. 19.—(From a staff correspondent of the Associated Press)—The Zeppelin campaign against London has been found to be unprofitable. The cessation of German air attacks on the British metropolis after the latest appearances of the big dirigibles over the city last fall has been due, not to fortuitous circumstances, but to the deliberate determination of the German leaders to abandon these attacks, as has long been done in the case of Paris.

Not Entirely Abandoned. The correspondent, who was then in Berlin, was informed from a trustworthy source a few days after the final London raid of the decision to send no more Zeppelins and sister ships of the Schuttelanz type against London. Air raids against England, the correspondent was told, would not be abandoned entirely. They were considered to be of great service in holding at home guns, airplanes and men of the British aerial defense, which otherwise would be freed for service in France, but in future the attacks would be directed against the provinces instead of London. The next and final expedition of the year, on November 27, was directed against the Midland counties, in accordance with the prophecy and resulted in the loss of two Zeppelins.

Defense Stops Raids. The predominant reason for the decision to discontinue attacks on London probably is the increasing strength and efficiency of the air defenses of the city, but the effect of the raids on neutral opinion, in view of the then contemplated peace overtures, may also have been a factor.

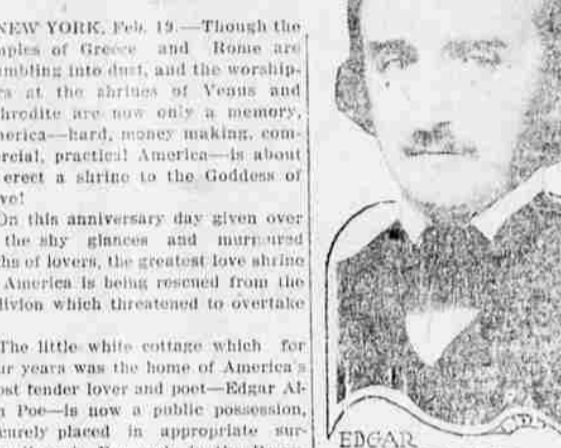
It may be interesting in this connection to record a bit of unwritten history of the war. In the early days of the conflict, when the air raids were just beginning, President Wilson caused to be conveyed to Emperor William and the German government a personal and unofficial message, which set forth that airship and airplane raids upon populous cities were looked on with disfavor by the American people and contributed largely to stirring up anti-German feeling in the United States.

In view of this, the wisdom of their discontinuance was suggested. The message did not fall entirely on deaf ears but the views of the military party prevailed and the air attacks, then the only German means of bringing home the realities of war to the people within the British Isles, continued. Later they ceased for a time to the displeasure of an element, which openly accused Chancellor Von Bethmann-Hollweg of sheathing his weapon in deference to neutral opinion. This element was appeased but little by Count Zeppelin's published letter to the chancellor wherein the count disavowed responsibility for this accusation. The raids were resumed with the object of tying up within the islands and eliminating from the Somme offensive as large a number of anti-airship guns, airplanes, searchlights and men to equip them, as possible. Aside from this service, which is of considerable military value, the role of the Zeppelins in land warfare is now regarded in expert circles in Germany, as decidedly secondary to their great value as scouting agents for operations of the fleet.

MOSES HELPED THE NORMAL SCHOOL BILL. We are today in receipt of a letter from Representative Ben Sheldon telling of the passage in the state senate of his Normal School measure, in which the people of this section of the state are so interested. Mr. Sheldon attributes the success of the measure in the senate very largely to the personal influence of Senator Moser, of Portland, president of the senate. It is one of the few measures in which Mr. Moser has taken a personal interest and his successful support of Sheldon's normal school measure should be remembered by the people of southern Oregon.

BLOCKADE FAILS. (Continued From Page One.) only a very small part of the total received here. Health Commissioner Emerson estimates the seizures at about one-fifth of one per cent of the arrivals.

POE'S COTTAGE, AMERICA'S GREATEST LOVE SHRINE, WILL BE SAVED FOR POSTERITY



NEW YORK, Feb. 19.—Though the temples of Greece and Rome are crumbling into dust, and the worshippers at the shrines of Venus and Aphrodite are now only a memory, America—hard, money making, commercial, practical America—is about to erect a shrine to the Goddess of Love!

On this anniversary day given over to the shy glances and murmured sighs of lovers, the greatest love shrine in America is being rescued from the oblivion which threatened to overtake it.

The little white cottage which for four years was the home of America's most tender lover and poet—Edgar Allan Poe—is now a public possession, securely placed in appropriate surroundings in Poe park, in the Bronx.

It has been turned over by the city to the Bronx Society of Arts and Sciences, and is to be refurbished in harmony with the period and character of its appointments at the time of its occupation by Edgar Allan and Virginia Poe.

In old daguerotype, etching and picture on the walls of the cottage, and in the few articles associated with his life, the sweet, but melancholy story of this man, whom Tennyson called "the most original genius America has produced," is told.

An orphan at a tender age, afterward an inmate of his aunt's home, Poe early became enamored of his little cousin, Virginia, eight.

Under his tutoring, this beautiful girl at 14 was intellectually mature and developed.

A tender love had sprung up between them, but the marriage was opposed by the family, since Virginia already showed signs of the dread "white plague" that finally ended her brief life.

Notwithstanding objections, the two were married, but Poe separated from his bride at the altar and it was not until a year later that he saw her again.

During the year's separation Poe was afflicted with the dread melancholy that pursued him through life, and became a victim of drink.

Although his work both in poetry and story writing was receiving recognition, Poe himself was very poor.

Devoted to his frail child-wife, he was forced to see her suffer at times for the very necessities of life.

Susceptible in certain moods to a sense of the supernatural, it is thought Poe's poem "The Raven" was inspired by a vision of his beloved Virginia already dead and himself shut off from her forever.

In 1846 Poe, with his rapidly falling wife, and her mother, removed to the picturesque Fordham cottage, which is now being restored and preserved. In January, 1847, in this cottage, Virginia Poe died.

For long months afterwards, night after night, Poe would rise from his sleepless bed and wander to the grave of his lost love.

In 1846 Poe had visited Providence, where he saw in her garden a beautiful young woman, Mrs. Sarah Helen Whitman.

EDGAR ALLEN POE. Edgar Allen Poe's cottage in the Bronx, New York, wherein he lived with Virginia, his girl wife, and wrote "The Raven."

The Raven" brought about the meeting and romance with Mrs. Whitman. In the little cottage at Fordham Poe penned the love letters to "Helen," which have been compared to the glowing letters of Abelard and Eloise for the fire and urgency and consuming thirst to be loved that they display.

DESTROYES JAPANESE RED CROSS HOSPITAL. TOKIO, Feb. 19.—The Japanese Red Cross hospital at Mukden was destroyed by a fire on January 6, according to Mukden advices. After desperate efforts of the medical staff and nurses the patients were all removed to a place of safety.

WILSON ASKS CONGRESS TO INDEMNIFY COLOMBIA. WASHINGTON, Feb. 19.—President Wilson has sent a letter to Chairman Stone of the senate foreign relations committee, urging action during this session of congress on the treaty to indemnify Colombia for the partition of Panama.

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