

PREDICTS GREAT FUTURE FOR MINES IN COPPER DISTRICT

By W. W. WATSON. C. J. Fry, who is interested in a group of copper claims on Elliott creek, a mile above Copper postoffice, is in the city for a few days in search of the secret of the high cost of living in the hills. The only advantage so far realized in his mountain home is that it serves as a storm cellar in times of war and as a pre-cooling station in the hot months of summer. He has not yet solved the problem involved in the increased cost of camp luxuries, however.

"This is my first visit to Medford in several weeks," said Mr. Fry, "but I am pleased to find much clarified atmosphere here regarding the possibilities of the early development of our mineral wealth in the hills near this city. People are more hopeful, more generally buoyant and altogether more 'boastful.' The street Gasiums have apparently disappeared and their places have been taken by Nehemiah the Builder.

Outside Help Needed. "No community can adequately develop its resources wholly alone," continued Mr. Fry. "Its work of preliminary development serves only to expose its possibilities. By that time local capital is frequently exhausted. Then comes the appeal to the outside world to come and share the wealth of its discoveries by practical, extensive and scientific promotion and exploitation. It was so in your fruit resource and similarly so in the case of alfalfa, sugar beet and manufacturing development. Why should it be different in mining? The pioneers in any business are the prospectors. In that line they are specialists. It is the fellow with money who comes to develop what they found who makes the big capital out of it.

Mineral Development League. "The Mineral Development league is doing now what should have been done years ago; but the fact that we have over-stayed our time in that line of inactivity doesn't depreciate its present value, at all. The necessity is all the more apparent.

Millions in Sight. "Speaking only of the Blue Ledge district, which includes Happy Camp and the Squaw creek territory, every responsible mining man who is competent to speak, confesses the opinion that there are millions in sight. They don't say it just that way. They talk in the language of the miner, miners, therefore, understand. Others do not comprehend their meaning so readily. But the millions are there, just the same. Even the layman is beginning to understand that fact differently. The Gasium has crawled into his hole and shut up. I predict that it will be a long time before he may come out to see his shadow.

"While the Blue Ledge district extends from the Oregon side of the state line to the Klamath river, let me tell you that the Squaw creek section of that territory, only 20 miles from Medford, will prove to be a hummer. It is essentially a copper district, also. The contrast line which separates it from the gold mineralization is only a mile and a half north of the main Squaw creek ledges. Careful work has been done there in developing the prospects. The showing is very attractive.

"All in all, it is an immense district; and it is just as rich as it is large. As soon as the snow shall have disappeared so work on the surface can be prosecuted, Medford will hear pleasing music in the hum that will be made in that district."

B. J. Benson, of Prineville, Ore., is spending a few days in the valley looking over ranch properties suitable for establishing a large cattle ranch.

SURVIVOR TELLS OF TORPEDOING OF STEAMER LACONIA

QUEENSTOWN, Feb. 27.—Correct returns on those missing from the sunken Cunarder Laconia are not yet obtainable, although the Cunard staff is working on the list of crew and passengers. Four passengers are among those sent to hospitals. Their injuries are slight. Among the four is Dr. Hawke, a resident of San Francisco, who said he was playing a game of bridge in the ship's surgeon room when he heard an awful crash and guessed that the ship had been attacked by a submarine. He said the first torpedo struck the liner aft on the starboard side, and every one made for the life preservers. The passengers had previously been instructed in boat drill and got into the boats without panic. Dr. Hawke said that all behaved well and that discipline was good. He continued:

"The submarine returned after we had been in the boats and fired another torpedo which put out the lights and was followed by a terrific explosion and the ship must have sunk soon after. The second torpedo, mind you, was fired, although the lifeboats were close to the vessel and the crew of the submarine could not have failed to see us, as it was moonlight. It was about 9:30 p. m. on Sunday when we took to the boats, and about 3 o'clock on the following morning when we were picked up."

Dr. Hawke gave the highest praise to the behavior of the women and children and said that the captain and crew were marvelous. It appears that two boats reached Bantry with twenty-two people, eight of the occupants having died of exposure. Among those saved was the singer, Miss Mitsie Siklosi of Paris. The bodies of the eight persons who died were consigned to the deep. Among the Laconia's firemen were sixteen American negroes.

HOLLAND SILENT OVER LOSS OF SHIPS

THE HAGUE, Feb. 27.—The government has given no indication of its course of action to be followed in connection with the recent disaster to Dutch shipping in the submarine attack on a flotilla of Dutch steamers off the English coast. It is taken for granted, however, that a peaceful solution is being sought in the form of a session by Germany of a certain number of ships to replace the lost tonnage, such replacement being considered imperative because of the necessity of an immediate reorganization of food supply arrangements. There is already talk of a wholesale slaughter of Dutch cattle being necessary, owing to the loss of fodder cargoes among those destroyed by the submarine attack and the inevitable delay in securing fresh consignments.

INCREASED ACTIVITY FOR SHIP INSURANCE

WASHINGTON, Feb. 27.—Increased activity among American ship-owners for insurance from the government war risk bureau was reported today. Since the diplomatic break with Germany there has been a great increase in policies to coastwise shipping which previously took practically none at all.

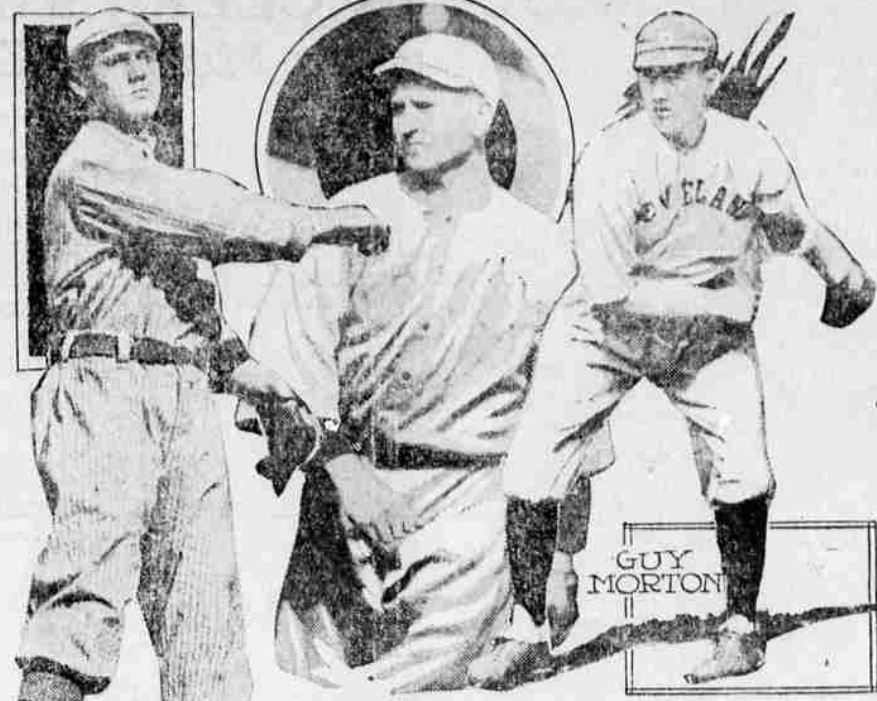
The bureau issues insurance only on American ships, and when they are bound to ports of belligerents it does not issue policies if contraband is carried.

Since the government bureau opened it has written policies aggregating \$230,000,000; has collected premiums of \$2,600,000; has paid losses of about \$800,000 and has taken salvage of about \$60,000,000.

NEW AUTO DEALER HAS STUDEBAKER CARS W. R. De Lay, who recently moved with his family here from Glendale, has leased the building formerly occupied by M. M. Ahrens & Co., corner of Main and Holly streets, and will occupy the same about March 5th, with a big stock of Studebaker cars and accessories. He will carry several tires but will feature the Norwalk.

Mr. De Lay has been cashier of a bank in Glendale for five years and was formerly mayor of that city. The family like Medford very much and Mr. De Lay expects a big business in automobiles here this year.

THREE SOUPBONES, OUT OF WHACK LAST YEAR, EXPECTED TO FIGURE STRONG IN 1917 RACE



JOEL WOOD

GEO. FOSTER

GUY MORTON

one of them a master of speed and curves when right, and all of them disappointments to their clubs last year.

That Cleveland would have been a far more important factor in the 1916 race had Morton not injured his arm in midseason is not to be denied.

As it was Cleveland was deprived of the support of her greatest star and Manager Fohl was obliged to saddle a great deal of his work on Covelleskie and Klepfer, two youngsters, who could not stand up under the strain.

Three pitching arms may have a great deal to do with the outcome of the American league race this year. They are the arms of Guy Morton, Joe Wood and George Foster, every

Then Cleveland, the sensation of the early part of the season, began to lose games with monotonous regularity and soon was out of the race.

Guy Morton declares the kink is gone from his arm. If it is, Cleveland will be a dangerous stumbling block for other teams in the league this year.

Joe Wood, three years ago the wonder of the American league, has had a bad arm for two seasons. Geo. Foster, the star of 1915, was ineffective last year.

TWENTY KILLED IN PENNSYLVANIA RAILROAD WRECK

ALTOONA, Pa., Feb. 27.—Twenty persons, 19 passengers and a negro porter were killed in a rear end collision between an express train and a freight train on the Pennsylvania railroad at Mount Union station, 24 miles east of here early today.

Following is a list of identified dead: Chester A. Minds, 25 years old, Ramey, Pa. Mrs. Doris Minds, 28, his wife. Chester A. Minds, Jr., their infant son, two weeks old. Miss Maud Minds, 28, Conifer, New York, sister of Mr. Minds. M. A. Canlesch, Conifer, New York, a brother in law of Mr. Minds. Miss A. S. Delling, Cleveland, O., Mrs. Minds' sister. Richard Owen, seven. Dorothy Owen, six. Jean Owens, four, nephew and niece of Mr. Minds. Charles Levine, New York. P. B. Pollard, New York. Milton Hynes, New York. N. Bright, porter. J. S. Kelly, Brooklyn. H. A. Roetter, Prattville, Wis. L. W. Montgomery, salesman, Bloomington, Ill. P. R. Fanning, Michigan. Two small children.

An official of the Pennsylvania railroad here said the list of dead may exceed twenty, as fourteen bodies have been recovered and at least six are known to be dead in the wreck. At this time the railroad company is inclined to place the blame for the wreck on the engineer of the freight, A. T. Cook of Harrisburg, who had a leg crushed.

BRYAN OPPOSED TO EMPOWERING WILSON

JACKSONVILLE, Fla., Feb. 27.—W. J. Bryan in a statement issued here today announced he was opposed to granting powers to the president, such as Mr. Wilson requested of congress yesterday. He announced he would go immediately to Washington and use his influence to have the request declined.

After reading President Wilson's address to congress Mr. Bryan cancelled five speaking engagements in Florida and has since been in communication by telegraph with congressional friends in Washington. "Whatever power is conferred upon the president, should, I think," said Mr. Bryan, "be so limited as not to constitute a surrender of the power of congress."

Mr. Bryan said he was of the opinion that it would be unwise to delegate to the president the authority asked for. "No matter how much confidence we have in the executive,"

BRITISH TRANSPORT SUNK BY U-BOAT ON FEBRUARY 12

BERLIN, Feb. 25 (delayed).—The sinking of the British transport steamer A-19 was announced by the admiralty today.

The announcement says that returning German submarines report the sinking of eleven more steamships, two sailing vessels and eight trawlers (as reported on Sunday in a cabled summary of this statement), and continues:

"Among the steamers sunk was the British transport A-19 and the steamer Afric of the White Star line, which was destroyed February 12 on the route between Liverpool and Plymouth. Of the other vessels sunk, one was 8600 tons gross, with a cargo of coal; another of 1800 tons, with a general cargo, and another of 3000 tons, carrying salt-peter.

"The British have kept secret the loss of four auxiliary cruisers or transports reported sunk within twenty-four hours by one German submarine on February 16. This does not include the steamer Afric, as she was sunk on February 12, not on February 16."

The sinking of the liner Afric was reported by London Lloyd's on February 15. It was said seventeen men of the crew were missing.

HOY CABLED FOLKS NOT TO RETURN

LONDON, Feb. 27.—Austin Y. Hoy resides here as representative of the London branch of an American firm, the other members of the family residing with him.

Mrs. and Miss Hoy went home to the United States some time ago to settle some family business affairs, and Austin Hoy repeatedly cabled them not to return until the present crisis was over, but they evidently decided to risk the trip.

Dr. Albert H. Hoy, the father, an aged man, is prostrated with grief. The son was loath to believe the news that his mother and sister had been lost until he received the contradictory telegram from Consul Frost.

STEAMER FINLAND TO DOCK TOMORROW

NEW YORK, Feb. 27.—The steamship Finland, of the American line, which sailed from Liverpool on February 17, reported by wireless she would dock early tomorrow.

LACONIA'S CREW MAINTAINED ORDER AFTER TORPEDOING

QUEENSTOWN, Feb. 27.—After being landed here, Father Waring and Mr. Gibbons said the voyage was a very pleasant one up to the time of its fatal termination. It was at about 9:30 o'clock Sunday night, they said, when they were startled by the explosion of the first torpedo, which struck the ship on the starboard side by the stern. The vessel kept steady and the crew, with magnificent discipline, got out the boats and provided the passengers with life belts. All hands took to the boats, the passengers first.

It was very shortly afterwards that the second torpedo was fired, striking the Laconia amidships. The vessel then partly settled down, sinking in about twelve minutes. The wireless on the Laconia sent out a call for help, and rescuing steamers were soon on the way to the scene. After about six hours the boats were picked up. In addition to the survivors brought to Queenstown, fifteen were landed at Bantry.

Everything possible was done to relieve the suffering of the American women, but the shock and the hardships of exposure to the cold proved fatal to Mrs. Hoy and her daughter, Mrs. F. E. Harris, wife of an American army officer, was elected by the other survivors on landing. She was the last woman to leave the ship, getting into the captain's boat, and displaying such bravery that she was accorded the honor of being the first to land.

Those who were injured are receiving every attention, as are also the other survivors. The agents of the steamship company are being assisted by naval and military nurses.

C. L. Kane of Montague, Cal., transacted business in the city Monday.



Every Woman Thinks seriously over the question of motherhood—it used to mean such agony and sacrifice, that one could easily overlook the pleasure and honor of children in the home—but "Mother's Friend" has changed the views of thousands of women from that of distress to a pleasant anticipation of the happiness of being a mother. By external application "Mother's Friend" assists nature in the wonderful transformation of the physical system in ease and comfort. Get "Mother's Friend" at any drug store. An intensely interesting book on Motherhood will be mailed free to all expectant mothers. Address: The Bradfield Regulator Co., 315 Lamar Bldg., Atlanta, Ga.

NO AUTHORITY TO LOAN GUNS TO MERCHANT SHIPS

WASHINGTON, Feb. 27.—Open discussion of arming merchant ships came up in the senate today during consideration of the naval bill.

Senator La Follette spoke on an amendment to increase the appropriation for batteries for merchant auxiliaries for the navy.

"Does this contemplate arming of merchant vessels?" asked Senator La Follette.

Senator Swanson, in charge of the bill, replied that the appropriation was designed to carry guns in case of war and does not specifically authorize arming of merchant vessels. "If congress decides to give such power, this amendment will provide the necessary guns," he added.

Senator Lodge, discussing the rights of merchant vessels to arm, said private ships now have by law the right to arm themselves, but that the naval bill money could not be used to provide guns for private vessels without a specific grant of such authority from congress.

"Is there no authority or law implying any right of the president to loan guns to use on merchant ships?" asked Senator La Follette.

Senator Lodge replied that in his opinion there was none.

HOGS BREAK RECORD AT \$13.30 CHICAGO

CHICAGO, Feb. 27.—Hog prices at the Union Stock yards which have been moving up from day to day reached a new high point this morning when heavy swine sold at \$13.30. Several days ago the \$13 hog eclipsed all other hog prices and established a new record for the market.

NERVOUS WOMEN!

It's The Same Everywhere in Oregon.

Portland, Oregon.—"I was for six months troubled with nervousness, and the doctor said I had consumption. Through the advice of a friend I took Dr. Pierce's Favorite Prescription and was completely cured. I am now in middle life and am in good health."

Mrs. G. W. Mathis, 1476 E. 8th St., N. Dr. Pierce's Favorite Prescription is and has been for nearly 50 years just the medicine that every woman needs when passing through the changing days. It is not a secret prescription, for its ingredients are printed on the wrapper; it's a temperance medicine. Not only does it build up the entire system and make it strong and vigorous enough to withstand the organic disturbances, but it has a quieting effect upon the feminine organism that reduces the distress to a minimum. For any womanly ailment, disease or complaint, no matter of how long standing, we advise anxious women to get Dr. Pierce's Favorite Prescription, in either liquid or tablet form.

THIS BOOK EXPLAINS.

If you will send three dimes or stamps to pay for wrapping and mailing and enclose this notice, Doctor Pierce of the Invalids' Hotel, Buffalo, N. Y., will send you a revised copy of his Common Sense Medical Adviser, in cloth binding, 108 pages, with color plates. Just what you need in case of sickness or accident. Treats of Physiology, Anatomy, Sex problems, Marriage relations, Hygiene, Exercise, Disease and its prevention.



Morse's Never-failing Seeds Plant Now For early flowers and vegetables. Sweet Peas, Pansies, and other Grand Prize California Seeds. Also Cabbage, Carrots, Onions, Beets, Peas, Spinach, Tomatoes. Don't take seeds that are "just as good." Get Morse's. On Sale by all Leading Dealers. If your dealer does not carry Morse's seeds, send for our catalogue. Free. Your order will be promptly attended to. G. C. MORSE & CO. Seedmen San Francisco

TIRPITZ TRYING TO OUST CHANCELLOR

AMSTERDAM, Feb. 27.—According to a telegram from Berlin, Tirpitz supporters of Admiral Von Tirpitz, former minister of the navy, including Count Von Hoensbroech, have held a meeting to discuss "a change in the office of imperial chancellor." It is said to be the purpose of the promoters of this movement to hold meetings in all the large towns of Germany, and also to obtain the support of newspapers for the purpose of forcing a change in the head of the government. Socialists and liberal newspapers condemn this action.

Prepare This for a Bad Cough—It's Fine

Cheerily and Easily Made, but Does the Work Quickly.

The finest cough syrup that money can buy—costing only about one-fifth as much as ready-made preparations,—can easily be made up at home. The way it takes hold and conquers distressing coughs, throat and chest colds will really make you enthusiastic about it. Any druggist can supply you with 2 1/2 ounces of Pinex (at cents worth). Pour this into a pint bottle and fill the bottle with plain granulated sugar syrup. Shake thoroughly and it is ready for use. The total cost is about 4 cents and gives you a full pint—a family supply—of a most effective, pleasant tasting remedy. It keeps perfectly.

It's truly astonishing how quickly it sets, penetrating through every air passage of the throat and lungs—loosens and raises the phlegm, soothes and heals the inflamed or swollen throat membranes, and gradually but surely the annoying throat tickle and dreaded cough will disappear entirely. Nothing better for bronchitis, spasmodic croup, whooping cough or bronchial asthma. Pinex is a special and highly concentrated compound of genuine Norway pine extract, combined with gaultherol and is known the world over for its prompt healing effect on the throat membranes.

Avoid disappointment by asking your druggist for "2 1/2 ounces of Pinex" with full directions and don't accept any thing else. A guarantee of absolute satisfaction or money promptly refunded goes with this preparation. The Pinex Co., Ft. Wayne, Ind.

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Leave Medford for Ashland, Talent and Phoenix daily, except Sunday, at 8:00 a. m., 1:00, 2:00, 4:00 and 5:15 p. m. Also on Saturday at 10:15 p. m. Sundays leave at 10:30 a. m. and 2:00, 5:00 and 9:30 p. m. Leave Ashland for Medford daily, except Sunday, at 9:00 a. m., 1:00, 2:00, 4:00 and 5:15 p. m. Also on Saturday nights at 8:30. Sundays leave Ashland at 9:00 a. m. and 1:00, 6:00 and 10:30 p. m.

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