

## BOOM LAUNCHED FOR THOMAS AS CONGRESSMAN

"Our delegation won glory for themselves and for our county," stated Toastmaster Gus Newbury at the appreciation banquet tendered the Jackson county delegation to the last legislative session, at the Hotel Medford Saturday night. "While I was at Salem I frequently heard the remark that the delegation from Jackson county wielded the largest influence in the legislature, not excepting the Multnomah delegation."

Speaker after speaker among the hundred prominent men present, lauded the Jackson county representatives for bringing home the bacon, accomplishing what they went to Salem for, passing their pet bills, Gore the road code and safeguarding the interests of Jackson county in that code, Sheldon the normal school bill, re-establishing the Ashland normal, Thomas the Rogue river fish bill, and Von der Hellen who co-operated in the senate and secured favorable consideration there for the work of the representatives.

**Thomas for Congress.**  
George Collins sprung the sensation of the evening when after telling of the fight over the Rogue river fish bill in the house he skipped to the congressional situation and declared that southern Oregon must have a representative in congress, one who understands the two great problems of this section. One who will work for the development of the Crater Lake National park and the highways leading thereto, and one who will lead the fight for better freight rates for southern Oregon, one who realizes the needs of the district and will work for them. The man who is best fitted to make the race for congress, he stated, is C. M. Thomas.

The candidacy of Thomas is to be pushed by means of a series of Thomas clubs, the parent club to be formed in Medford with branches throughout the first congressional district. A committee, consisting of the following men was appointed by Chairman Gus Newbury to carry out the work of forming Thomas clubs: Geo. T. Collins, chairman; Bert C. Greer, George Putnam, A. L. Hill, H. A. Thierolf, Gus Newbury, W. F. Isaacs, E. V. Carter, Ralph Ewing, John A. Westerlund.

**Thomas to Make Race.**  
Thomas replying to the motion setting him forth as a candidate for congress stated that he will make the race only on condition that he be given the undivided support of southern Oregon.

"I believe," stated Mr. Thomas, "that a candidate from this section, whether it be myself or some other man, will have a good chance of election provided he is supported undividedly from the beginning to the end of the race. If each of you men here, will agree to do all in your power to further my election I will be glad to make the race. If there is any other candidate that you think stronger or with better chances of election, I will fall in line and do my best towards electing him."

Plans were laid and discussed at

the banquet for the furtherance of the good roads movement in southern Oregon. The \$6,000,000 road bond issue to be voted upon by the people next June was explained by W. H. Gore, who was instrumental in the passing of the bill.

**Good Roads Bill.**  
The interests of Jackson county are safeguarded, Mr. Gore explained, by the provisions of the bill, which provides that hard surfacing must be done first in those counties in which grading has been finished. Such work has been done in this county and two others and these must receive first consideration.

Following the explanation of the bill, resolutions were passed unanimously, endorsing the bill and urging a favorable consideration by the voters.

A committee will meet with the county court Thursday morning to investigate money available for improvement of the Crater Lake highway. The money appropriated by the state under the provisions of the Bean-Barrett bill will be matched dollar for dollar by the government under the provisions of the Shackelford bill. The money raised in this way will be sufficient to grade and bridge the highway to Crater Lake within four years. With the completion of the grading it will be up to the state to hard-surface the road.

The following men were appointed as a committee to wait on the county court, Delroy Getchell, C. W. McDonald, Harry Walther; Bert Greer, John S. Orth, A. L. Hill, George Putnam, George T. Collins, C. E. Gates.

**Auto Organization.**  
J. W. Morris, who is spending some time in this section in the interest of the recently formed Oregon Motor association, explained the organization and aims of his club. The association will be composed of motorists from every town in the state, the aim of the association being to map and log roads and to advertise and send out information so that the tourist tribe may be attracted to Oregon in the greatest numbers. A primary object of the association, also, will be the urging of the hard surfacing of the Pacific highway over the Siskiyou mountains.

J. A. Westerlund announced that a convention of the Tri-State Good Roads association will be held in Medford early in May.

The speakers on the program were, W. H. Gore, Ben Sheldon, C. M. Thomas, George T. Collins, W. G. Steele, George Putnam, D. M. Lowe, H. L. Walther, Bert C. Greer, R. L. Ewing, F. J. Newman and J. W. Morris.

Telegrams and letters were received from Governor Withycombe, Ben Oleott, Thomas B. Kay, and Gus C. Mosher, announcing their regret at being unable to attend the gathering.

**Judge Crowell Retires.**  
From, and after this date, I intend absolutely to withdraw from all legal business. No legal counsel will be given.

I thank my friends in Medford and Jackson County for the many expressions of their confidence and friendship given me in the past. May Divine Love bless them as their kindness has blessed me.

Dated March 5th, 1917.  
WILLIAM S. CROWELL.

J. A. Fifer is a Medford visitor for a few days from Grenada, Cal.

## POULTRY EXPERT HERE TO DISCUSS CHICKEN PROBLEMS

Prof. C. C. Lamb, specialist in extension work of the poultry department of the Oregon Agricultural college will arrive in Medford tomorrow to devote five days at various points in the valley to discussions of poultry husbandry in its many phases. He will speak at the public library hall Tuesday morning, beginning at 10 o'clock, and will continue an open meeting all day. The professor calls this his "day school." Poultry raisers may take advantage of the all-day course, or, if business requires it they can divide the day between the poultry lectures and their business affairs.

The instructions given by Prof. Lamb on these visits is very valuable to poultry raisers—and especially so to the beginners. Even though it be given to producers in old poultry communities, the modern methods and the marketing discussions will be found to be of great value. The poultryers of this valley, however, should begin with the elementary features of the husbandry and take a thorough course, but at this time the market question is particularly important. The local poultry association is trying to solve it now.

At this time, those questions which are related intimately to incubation and the treatment of young chicks; the care of the young flock during the summer months; the time to produce chicks for the September egg supply and the November or December show; proper housing during the chill months of winter; how to avoid the sacrifice of eggs at 15 cents a dozen and how to prevent extortionate demands in price at any time; in short, how to regulate the production, as well as the market, and to make poultry husbandry one of the most profitable features of the by-products of the farm—these will be some of the subjects discussed by Prof. Lamb while here. Every poultryer should hear him—not only once, but as many times as possible, during his stay and work.

## LINER DRINA SUNK BY SUBMARINE

NEW YORK, March 5.—Advices received here from Rio Janeiro and London indicate that the Royal Mail packet liner Drina, of 11,853 tons, with passengers and cargo from Rio Janeiro, has been sunk between Lisbon and Liverpool and the passengers rescued and landed. The South American advice reported that the loss of the Drina after leaving Lisbon had been announced by the agents of the Royal Mail Steam Packet company in Rio Janeiro.

Agents of the company here admitted today the receipt of a message from London signed by the captain as follows:  
"Drina passengers landed safely."

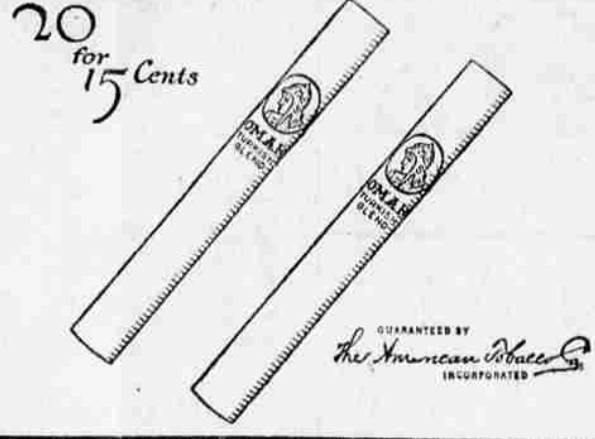


To lasso aroma—lasso Omar, crowded with aroma to the last genial whiff!  
Omar aroma! It's a racy yet smooth aroma—a thrill to the senses, a joy to the soul.

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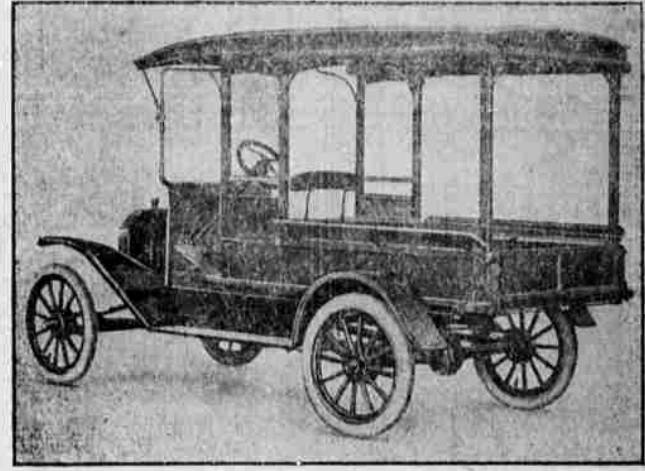
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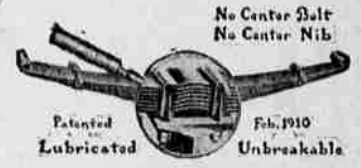


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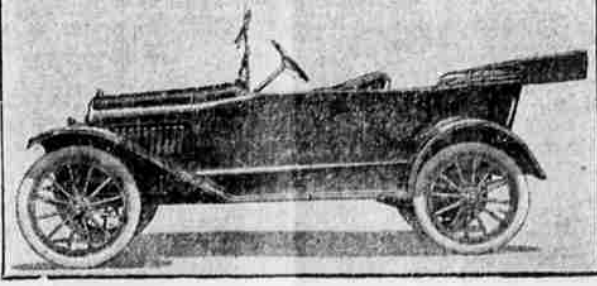
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This 1917 METZ has the same power saving, simple, practical and flexible gearless transmission that has made the name METZ, ever since the war won the last Glidden Tour, the most appreciated "owner car" on the market.

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