

MEDFORD MAIL TRIBUNE

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STATE HIGHWAY ENGINEER INSPECTS ROADS OF STATE

Herbert Nunn, state highway engineer, accompanied by R. C. Johnson, good roads editor of the Portland Journal, arrived in Medford Sunday for a short visit with John A. Westlund, en route back to Portland from an 1100-mile automobile trip thru central and eastern Oregon.

Mr. Nunn, who made the trip as an observation one to study the condition of the roads and their needs, was enthusiastic over what he saw. They left Portland a week ago last Saturday and came to Medford Sunday from Klamath Falls, leaving in the evening for Roseburg and expect to complete the 1500-mile trip by reaching Portland Tuesday afternoon.

"Oregon is a wonderful state for automobile touring," said Mr. Nunn. "In fact I know of no better state to tour in. Our ride thru eastern Oregon was a revelation to me. In general the roads are dry, hard and smooth, with of course here and there a little rough stretch, and of course there are some high grades, but nothing but what can easily be made.

"The good roads, wonderful scenery and attractions, and the splendid fishing make the ride thru eastern Oregon one continuous round of pleasure to the tourist, even now, and in two or three years with the road improvements that will have then been completed by that time, this section will be one of the most favored by tourists in the United States.

"We met tourists everywhere, many of them even in the most out of the way nooks. Most of them were from California and Washington. I presume the Oregon people were touring in California and Washington. Eastern Oregon, like all other parts of the state and country, is very patriotic. We encountered patriotism everywhere. Why, over in Silver Lake the other night in about an hour \$51 was contributed to the Red Cross at a little meeting in that community of about 200 people.

"By the way, when we came over the Siskiyou today it was reported that by noon 97 automobiles had passed over the summit in either direction.

"The best illustration of the condition of the roads in central and eastern Oregon is realized in the fact that in this trip of 1100 miles so far, we only had two small tire punctures and broke one spring. The breaking of the spring was really a piece of foolishness on my part, as I failed to slow up when I hit a stretch of corduroy road near Bend."

STAUBB ACQUITTED OF ASSAULT CHARGE

At his preliminary hearing Saturday afternoon before Justice of the Peace Taylor, J. B. Staubb, the Allegiate rancher, was exonerated of the charge of assault with intent to kill which had been preferred against him by Chester Kubik, Frank Woodruff and Herman Benson.

Staubb testified that he had not fired his .32-caliber rifle towards the three men the night that they were leading one of their horses from his pasture field. His testimony was corroborated by members of his family. He said he was aroused by the loud barking of his dog near one of the barns where he had a large quantity of wool stored and that he fired two shots in the direction of the barn, which was in the opposite direction from where the three men were.

The three men who accused Staubb's arrest testified that Staubb fired several shots which came close to them. Justice of the Peace Taylor, however, held that Staubb did not fire in their direction, and dismissed the charge against Staubb.

MEDFORD GIRL DESCRIBES AUTO TRIP IN DESERT

Mrs. Venita Steffen, nee Hinton, daughter of J. L. Hamilton, has written an entertaining letter concerning an auto trip in the California and Arizona desert country. The letter is written from Phoenix and is in part as follows:

Just after leaving Niland—in the Imperial valley—and just before entering the desert—is a huge sign warning people not to attempt to cross unless well supplied with water, oil and gasoline. We had traveled only a short distance on the desert when we found a boy and a Ford stuck in the sand—we helped dig him out. He did not have any water—and the car was new—without a license—and he was poorly dressed—no we think he must have stolen the car. He started to come with us but we have not seen him since.

Then we came to another long sandy stretch—and helped an Overland out. We made only five miles an hour—because of the bumps. Just imagine miles and miles—hundreds of miles of sand—and sage brush—and cactus—no water.

We had left Niland about 5 in the morning. About 4 in the afternoon we were ten miles from Yuma—and we came to a sandhill—and went down to the hubs—could not pull out—so we very bravely started to walk to Yuma.

Can you imagine that walk—thru the hot, sandy desert? Finally we were down to the last drop of water—and still six miles to walk. You can't know the craving for water—on the desert—until you have experienced it. Fortunately for us we discovered a man plowing weeds and he had some donkeys—and pulled us out. He lived not far from there so we walked to the house and drank quarts of water. It was 9 o'clock before we reached Yuma.

The Indians in Yuma were the most interesting things. The men have long hair and some of them wear it in long curls and artificial flowers in it—others had turbans made out of vivid handkerchiefs on their heads. On Sunday I saw an Indian chief with beads—hundreds of strands wound around his neck. He wore two belts—one was made of red silk, the other orange. He had two pairs of sleeve holders on. They all go barefooted—both women and men. The women wear capes made of four enormous silk handkerchiefs sewed together.

About 20 miles from Yuma we picked up a couple of boys who were going to the next town. They were real refined and well bred—so we told them to come on to Phoenix with us and we had a jolly time. The way is all desert between Yuma and Phoenix—and the roads are terrible. It is a mistake for one car to attempt the trip alone.

That night the sunset was glorious—miles and miles away the trees were silhouetted against the sky. There is a higness and a feeling of calm and rest that makes a person want to stay there—and I loved it.

We arrived at Agua Caliente—wearing hot water—about 9 at night. It is a health resort. About 25 people were there—several ladies were Eastern States. About 70 miles from Caliente we found a boy and his motorcycle had broken down—so we brought him into Phoenix. We had a boy on each running board and one in the seat.

Phoenix is a pretty little town—good hotel. We got here about 4 o'clock in the afternoon.

CZECH REGIMENTS DESERT TO RUSSIANS

AMSTERDAM, June 25.—Three Czech regiments have deserted to the Russians, according to a statement on Saturday to a committee of deputies from Southern Austria by P. Von Gump, minister of defense in the retiring Austrian cabinet, as published in the Berlin Anzeiger and Tagblatt of Berlin.

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APPEAL MADE TO FREIGHT SHIPPERS FOR CO-OPERATION

The following appeal is being sent to all shippers and receivers of freight by the San Francisco committee of the car service commission at Washington:

"With our country at war, the railroads are being called upon to handle unprecedented quantities of all kinds of materials and supplies, and have pledged to the government and the people their united efforts to produce minimum disturbance to commercial interests, we earnestly appeal to all shippers and receivers of freight to assist in the conservation of freight cars, the most important factors of which are the following:

Shippers—Order direct, in writing, from local representatives at point of loading only the number and kind of cars suitable for your needs together with the amount of weight of shipments.

Load and furnish shipping instructions in one day; the earlier in the day the better the opportunity to get the car moving.

In accepting orders for shipments, secure sufficient tonnage to fill completely a 60, 80 or 100 thousand pounds capacity car, including the ten per cent which cars may be loaded above marked capacity.

Receivers—Place your cars in quantities to provide a full carload as above described.

In placing your orders, designate track on which cars will be loaded and bill cars accordingly.

Unload the day received. Quick release increases supply available for yourself and others.

The net shortage on all cars in the United States on May 1st was 145,449 which is the largest in the history of the country, with every prospect for increased demands. With two and a half million cars in service this shortage can be wiped out by increasing the loading per car. Loss of car space and capacity is the most serious factor today causing the so-called car shortage. Recent check of 65,219 cars shows 58 per cent of capacity utilized.

Will each and every shipper and receiver of freight "do his bit" in the existing emergency?

CHINESE REVOLT FAST COLLAPSING

PEKING, June 25.—All provinces which declared their independence of the present Peking government have now ceased their warlike preparations. Leaders of the southern provinces which were in revolt telegraphed Peking that they were willing to compromise providing a new election were soon held without military interference.

General Chang-Hsun, the military governor of Anhwei province, who came to Peking after the president dissolved parliament, expressed hope that a settlement soon will be reached.

Administrative affairs have become disorganized thru lack of a cabinet while the various government departments have a mass of documents requiring answering.

UNION MEAT BRANCH TO BE DISCONTINUED

It was learned Monday that July 1 the Medford branch of the Union Meat company will be discontinued, and thereafter all orders taken in this territory will be filled from the main plant of the company at North Portland.

A. J. Bosworth, who was recently transferred from the Portland plant to manage the Medford branch vice E. J. Nedd, who is promoted and given charge of the Union Meat company's business at San Francisco, and O. R. Fouts will continue as representatives of the company in Medford and adjacent territory.

Paul Kohler, who has been connected with the local branch for several years; is transferred to the main plant at North Portland, and will go there about July 1. Former Manager Nedd at about the same time will assume charge of his new duties in San Francisco.

BASE OF THE AMERICAN FLOTTILLA IN BRITISH WATERS, June 25.—To see a merchant ship torpedoed as an American ship was the exasperating experience reported by the commander of the destroyer upon his return here today. Fortunately the destroyer arrived in time to pick up all of the crew, many of whom were swimming about.

SUFFRAGISTS KEPT MOVING BY POLICE

WASHINGTON, June 25.—Mabel Vernon of Nevada, and Virginia Arnold of North Carolina, two suffrage pickets taken into custody by the Capitol police Saturday when they attempted to display a banner on the visit of the Russian mission to congress, were not brought to trial today as had been planned because the congressional committees who have charge of the ground advised the police to drop the case, at least until those of other suffragists arrested at the White House have been decided.

Suffrage demonstrations at the White House took a new turn when eight women bearing suffrage banners paraded the executive mansion in front of the executive mansion, paraded back again to their headquarters without saying a word or unfurling a single banner. The police did not interfere and merely saw that the women kept moving and that the crowd which collected led the paraders alone and kept moving also.

BOOKS OF FICTION ADDED TO LIBRARY

The following books of late fiction have been added to the public library:

- Austin, The Ford; Bacheller, Light in the Clearing; Bollaugh, Balance; Blackwood, Wave; Buchan, Greenmantle; Conrad, Shadowline; Cooke, Cinderella Jane; Ervine, Changing Winds; Foote, Edith Bonham; French, Hiding Places; Grey, Wildfire; Hall, Aurora the Magnificent; Harker, Jan and Her Job; Hay, Pip; Hichens, In the Wilderness; Jacobs, Castaways; Kipling, Diversity of Creatures; Lewis, The Job; Nicholson, Madness of May; O'Brien, Best Short Stories of 1916; Portetr, Road to Understanding.

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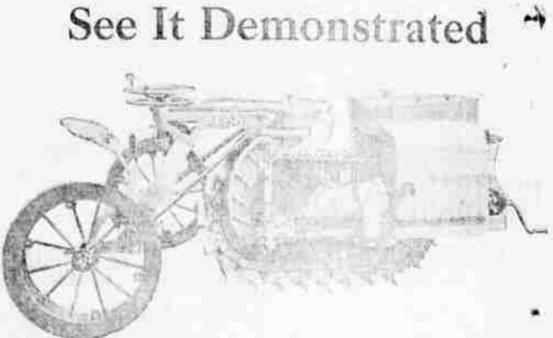
National Banking Laws THE 1st National Bank is not only founded upon Government Laws, but operates under its direct Supervision. Then in addition to this strong foundation—its operation is made more safe, more convenient and more adaptable by its Membership in the Federal Reserve System. CAPITAL \$100,000. 1st National Bank MEDFORD OREGON

GOING TO RIDE on the good old glorious? Then look over your car and see if its equipment is complete. If there is something lacking or should be replaced, come right here and our efficiency in auto supply service will make up the deficiency. Don't trust to luck that you can get along without it. That's the very thing you are likely to need most urgently. C. E. Gates Auto Co.

BEAN TrackPULL Tractor Demonstration

Goes under branches only four feet off the ground (where no team can go)—"Goes" and "Haws" like a team—turns inside a ten-foot circle—pulls as strong on turns as straight away—gets into the corners—pulls out of soft spots like a team. Has full power on turns, turns completely around in a 10-ft. circle.

You do not need to buy more land in order to earn more money. You can make more on the land you have with a Bean TrackPULL. The Bean TrackPULL Tractor does all the things that a farmer or orchardist wants a tractor to do.



See It Demonstrated Does Six Horses' Work This little tractor pulls a six-horse load (1125 lbs.) at drawbar. It is a light eater. Works ten hours a day, if necessary, never tiring and eating only when working and making a profit for you. Only 3100 pounds in weight means an upkeep cost reduced to a minimum. Guide traction combined with light weight means increased production at less expense.

It Pulls Itself Over the Ground That's the big feature. It doesn't use up its power pushing itself on weight, but puts all of its power to pulling the load. Powerful motor runs stationary machinery when tractor is not working in the field. Come out and witness the demonstration and see for yourself. Watch the Paper for Time and Place. Bean Spray Pump Co. San Jose California

Grand stand seats (1,000,000 of them) only \$1,000,000 we keep on hand always, at least \$1,000,000 worth of OWLleaf. This OWL leaf is constantly curing and mellowing. When after months of curing it is judged "ready" by watching experts, it goes into the OWL Cigar. But only then. That's the plain story behind OWL fragrance. It's a story that the 5c OWL will tell you in every mellow, fragrant puff. Why not try the OWL today? It pledges you a mighty good smoke. And it's in almost every cigar store. THE MILLION DOLLAR STRAIGHT 5¢ CIGAR Showing exact size of the fragrant, mellow OWL Branded—for your protection M. A. GUNST BRANCH GENERAL CIGAR CO. INC.