

# ENGINEER KILLED IN WRECK UPON BULLIS RAILROAD

Coroner Port will probably conduct a jury inquest into the accident on the Bullis logging railroad in Jackson creek canyon Friday afternoon which resulted in the death of Denver Marsh, the engineer of the train, and the injury of Charles Schumpf, the temporary fireman. He will hold a conference with County Prosecutor Roberts some time today before fully deciding on the matter.

The accident occurred about 3 p. m. when the logging train, while going down the steep grade, got beyond control for some reason as yet unknown, but thought to be because the air brakes failed to work, left the tracks on a bridge and plunged into an embankment. The engine was overturned and buried Engineer Marsh beneath it.

Marsh had jumped when the engine left the track, but too late. He could have saved his life by jumping sooner, but remained pluckily at his post in an endeavor to regain control of the train.

Schumpf's life was saved by the prompt action of Marsh, who when he realized the train was beyond control, shoved or kicked him out of the engine cab. Schumpf alighted on a bank of soft dirt. Nevertheless he sustained a broken leg and minor injuries. Fireman Dailey was not on the engine, but was helping load cars, Schumpf having taken his place while he was engaged in this work.

Marsh sustained awful injuries when the engine fell on him, his legs and body being crushed, and various parts of his body being burned and torn. He never regained consciousness from the time of the accident until his death at the hospital at 6 p. m.

The injured men were hurried to the Sacred Heart hospital as soon as possible after the accident. Everything possible was done to save Marsh's life, but without avail.

Funeral services will be held over Marsh Sunday afternoon at 2:30 o'clock in the Old Fellows hall in Jacksonville. He was a member of the Jacksonville lodge. Rev. Mr. Hutchinson of the Methodist church of Regnie River will conduct the services. The Jacksonville lodge of Odd Fellows will conduct the services at the grave in the Jacksonville cemetery.

Denver Marsh was nearly 27 years old and was the only son of Mr. and Mrs. John A. Marsh of Jacksonville, whom he had helped support since boyhood. The father is crippled. The dead man is also survived by a sister, Mrs. G. A. Shafer, of Weed, Cal., who arrived today to be with her parents and attend the funeral.

Denver Marsh was widely and favorably known in Jacksonville and Medford. He was for a long time a motorman on the street car line between the two cities.

The loss to the Bullis railroad in equipment will not be so serious as was at first reported. The engine is not badly wrecked. Three logging cars which plunged off the bridge and fell into the canyon below are badly damaged.

# PERL CHANGES MIND AND PAYS HIS FINE

John A. Perl got to thinking what an awful hot place the jail is during this hot weather, and this together with the fact that to fight the case in the courts would take too much time from his business and would entail lots of expense, caused him Saturday to forget his threat of Friday that he would go to jail before he would pay a fine.

Therefore he called up Police Judge Taylor on the telephone and informed that official he would plead guilty to irritating without a nozzle on the hose, and would send up his check to pay the fine of \$5 and costs.

# SOUTHERN CAMPS CHOSEN FOR CLIMATE

WASHINGTON, July 21.—In response to protests against the training of northern national guardsmen in southern states, a letter from Secretary Baker, read in the senate, said the arrangement had been made for climatic reasons and that the guardsmen cannot be sent to France before cold weather.

He said it is planned to send divisions of the guardsmen to France probably during the winter, as soon as they are trained and tonnage is available.

# SCENES OCCURRING DURING THE DEPORTATION OF 1200 I. W. MEMBERS FROM BISBEE, ARIZ.



The upper picture shows I. W. mine strikers and sympathizers being driven from Bisbee to Warren, Arizona, three miles away, where they were loaded into a train of cattle cars for deportation. The prisoners were compelled to march thru a double row of armed men, watching to herd back any rebel who might attempt to make a break for liberty over the sage brush.

This human roundup began at 6:30 on the morning of July 12, and continued until 3 o'clock in the afternoon. There were 21 cattle cars in the train that hauled the exiles to Columbus N. M., where they were given assistance by army men in a refugee camp.

# REDDY ASSISTS IN MODERNIZATION OF GRANTS PASS

Dr. J. F. Reddy of Grants Pass came to Medford Friday evening for a few days' visit with his family.

Reddy, who is an up-to-date composite of Cecil Rhodes and Pygmalion, is credited with being the father of the new Grants Pass. He invested his money and influenced his friends to invest theirs in the industrial development of that community and blew into the nostrils the breath of life, and now Grants Pass has begun to function and probably soon will take its place among her sister cities of southern Oregon.

When Reddy first went to Grants Pass, the sun dial and the hour glasses were not yet memories, the dinosaurs was the piece de resistance of many libraries, "Uncle Tom's Cabin" packed them into the second story every house, oxen and burro were the motive power for vehicles of commerce and pleasure, and animals' bounty supplied the principal payroll for the inhabitants.

But a few years have worked a change. The sun dial and the hour glass have been replaced by the alarm clock; instead of the almanac as an intellectual stimulant, a great daily paper, the Medford Mail Tribune, circulates widely there; Mary Pickford and Charles Chaplin have succeeded Uncle Tom, Little Eva and Simon Legree, characters which those under the age of maturity in Grants Pass do not readily appreciate, the oxen and the burro have been followed by the Ford automobile, and some of the newer and prouder Nabobs drive self-starting cars, while a stray coyote and a lurking "p-a-mother," occasionally are brought down by the lively squirrel rifle, this industry no more is of first importance. Instead a railroad that points toward the coast and a sugar factory and other enterprises bring to the citizenry a more dependable, if less thrilling, means of existence.

# \$2 WHEAT MINIMUM

(Continued from Page One.)

grain exchanges if necessary to stop trading in futures, written into the first food production bill, were accepted as amendment to the pending measure.

An amendment by Senator Gore providing that in selling fuel, wheat, flour and other foods such sales shall be for cash also was adopted without a record vote.

Senator Hitchcock's amendment ex-

tending the payment of the minimum price for wheat to July 1, 1919, instead of January 1, 1919, was without a record vote.

Those voting against the Pomerene amendment were:

Chamberlain, denorrat, and Brandegee, Colt, France, Knox, Lodge, McLean, Penrose, Sutherland, Woodworth, Warren and Weeks, republicans.

An amendment by Senator Tillman appropriating \$10,000,000 for government purchase of nitrate of soda for fertilizer and its sale at cost, was adopted 50 to 29.

In a final vote, the senate rejected, 60 to 23, Senator Shafroth's amendment proposing a single food administrator, instead of the board of three members provided in the bill.

# LaFollette Opposes.

The charge that the bill is the work of special interests that have usurped the powers of the senate agriculture committee, was made by Senator LaFollette in his first speech since the measure was introduced in the senate. He asserted that the interests represented the manufacturers of New England, the aluminum and the steel interests, and had revamped the bill to remove from it the burden it had placed upon their shoulders and transfer it to the farmers to be regulated by a board. Herbert Hoover, he said, had testified before the senate agricultural committee that he favored forcing the price of wheat down to 75c a bushel.

# AUGUST 2 DATE TO ACCEPT OFFICERS

SAN FRANCISCO, July 21.—Only one-fifth of the 248 application for appointment to the second reserve officers training camp, at the Presidio, will remain when the calling process, under the supervision of Major Samuel F. Bottoms, has been completed, which will be August 7, according to the schedule.

Four examining boards will act upon the applications. Major Bottoms has named Captains A. T. Easton, W. H. Johnson, and G. G. Griswell to aid in this work. The Western Department has been divided into districts to accelerate the work. The date set for issuing notifications as to acceptance and rejection has been set at August 19.

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# FIRE SITUATION WORSE AS WIND SPREADS FLAMES

The forest fires situation in Jackson county was still very bad today, perhaps worse than on Friday, and all the towns and villages in the county were being scoured for more fire-fighters. In addition the forestry office here called on Supervisor Bartram of the Umpqua National Forest, with headquarters in Roseburg, to send as many men of his force here as he could spare. Bartram thought he could spare about 15 men.

# Old Fires Start Again.

The two big forest fires in the Prospect district, which have been burning for several days and which had been thought under control, jumped the fire lines last night when a strong wind came up, and began spreading again.

The fire near Mill creek station came down within three miles of Prospect, on both sides of the road, stopping all traffic on the Crater Lake highway, in both directions. A number of tourists were stalled on both sides of the fire all night. This morning, however, the road was again open and safe.

The other big fire, in the Woodruff meadows section of the Prospect district, also spread with the wind, as did a number of the smaller fires throught this region.

Supervisor Erickson, who has general charge of the Prospect district fire fighting, telephoned to the city this morning to have 15 more men rushed to him as soon as possible to reinforce his already large force of fire fighters. Up to early this afternoon no further word had been received at the local forestry office from this section, but it was presumed that the fires were again under control.

# Four New Fires.

Four new fires started last night and today in the Butte Falls district, in addition to the dozen or more that have been burning there for several days. The most troublesome fire in this territory is at Russell Peak, where the brush is so thick the fire fighters can't get in at the flames. It is thought that when the fire reaches green timber it can be controlled. Forest Ranger W. T. Jones telephoned to the city this morning to have 10 more men rushed to him at this location. The Butte Falls mill was closed and the men sent out to aid in fighting the fire.

The Anderson creek fire near Talent is practically out, it was announced today, but was being carefully guarded. No word was received at the forestry office from the Cougar creek fire in the Big Apple-gate country.

State Supervising Warden W. T. Grieve left this noon with a number of men to assist in fighting the fires in the Prospect section.

A welcome addition to the direct-

There is more Catarrh in this section of the country than all other diseases put together, and until the last few years was supposed to be incurable. For a great many years doctors pronounced it a local disease and prescribed local remedies, and by constantly failing to cure with local treatment, pronounced it incurable. Science has proven Catarrh to be a constitutional disease, and therefore requires constitutional treatment. Dr. J. C. Chamberlain's Catarrh Cure, manufactured by F. J. Chamberlain & Co., Toledo, Ohio, is the only Constitutional cure on the market. It is taken internally, in doses from 10 drops to a teaspoonful. It acts directly on the blood and mucous surfaces of the system. They offer one hundred dollars for any case it fails to cure. Send for circulars and testimonials.

Address: F. J. CHAMBERLAIN & CO., Toledo, Ohio. Sold by Druggists. Take Hall's Family Pills for constipation.

# FIRE DESTROYS HARRISON, IDAHO; LOSS \$500,000

HARRISON, Idaho, July 21.—Fire of unknown origin began here today and at 10:30 had destroyed all of the business section and half of the residence portion of the city. The loss so far is estimated at half a million dollars. The fire began in Grant's lumber yard. Earlier in the day a fire was discovered in Grant's logging camp.

Ten forest fires are reported burning in northern Idaho, all of them, it is said, of mysterious origin.

SPokane, July 21.—Harrison, Idaho, a town of 1900 population, is burning, according to word received here asking for assistance.

A telegram from J. W. Cook, councilman of Harrison, to Mayor Fleming of Spokane, reads:

"We are in trouble. All of business and over one-half of residence portion of Harrison burned. Fire still raging. City out of food and 500 out of homes. We need bedding and food for tonight."

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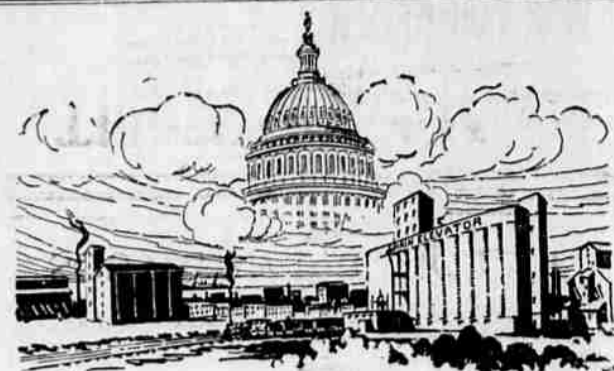
**The Jackson County Bank**  
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ing force of the fire fighters today was James J. Simmerville, of Rogue River, former forest ranger, and experienced and able fire fighter. He will aid in the Prospect district.

Many Company 7 members are fighting the fires in the various dis-

tricts, but they will have to stop work by next Tuesday and return to the city by evening, as the company mobilizes Wednesday morning to enter the federal service.

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Delightful places for a vacation outing. Shasta Springs, famous for their water and many mountain resorts along the Sacramento Canyon. Here you may hunt, fish, climb mountain peaks, or rest in comfort, to your heart's content.

**SAN FRANCISCO**  
A stop in this city is always a pleasure. The cool summer climate, the air of Bohemianism, the fine hotels, restaurants, parks and boulevards, all contribute to the enjoyment of the visitor.

**CALIFORNIA BEACHES**  
Along the "Road of a Thousand Wonders," from San Francisco are many delightful beach resorts. Some of the most enjoyable are Santa Cruz, Del Monte, Monterey, Pacific Grove, Santa Barbara, Long Beach and Venice, where the carefree throng bask in the California sunshine.

A round trip ticket, with stop-over privileges, will enable you to visit all of these places, making a delightful summer outing.

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JOHN M. SCOTT, General Passenger Agent, Portland.

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