

MEDFORD MAIL TRIBUNE

AN INDEPENDENT NEWSPAPER PUBLISHED EVERY AFTERNOON EXCEPT SUNDAY BY THE MEDFORD PRINTING CO.

Office, Mail Tribune Building, 25-27-29 North Fir street. Phone 75.

The Democratic Times, The Medford Mail, The Medford Tribune, The Southern Oregonian, The Ashland Tribune.

GEORGE PUTNAM, Editor.

SUBSCRIPTION TERMS: One year, by mail, \$5.00; One month, by mail, .50; Per month, delivered by carrier in Medford, Ashland, Phoenix, Jacksonville and Central Point, 2.00; Saturday only, by mail, per year, 2.00; Weekly, by mail, per year, 1.50.

Official paper of the City of Medford, Official paper of Jackson County.

Entered an second-class matter at Medford, Oregon, under the act of March 3, 1879.

Sworn Circulation for April, 1917.

MEMBER OF THE ASSOCIATED PRESS.

Full Leased Wire Service. The Associated Press is exclusively entitled to the use for republication of all news dispatches credited to it or not otherwise credited in this paper, and also the local news published herein. All rights of republication of special dispatches herein are also reserved.



NOTICE TO SUBSCRIBERS

If you fail to receive the Mail Tribune promptly and on time, please notify us at once. Phone 693-J.

CURING OF HAY TO BE DISCUSSED BY DAIRYMEN

At the dairymen's meeting to be held in Medford on May 29, Prof. E. B. Fitts of the Agricultural college, will discuss hay making, including cutting, curing, harvesting and storing. All dairymen are invited to be present.

The proper curing of hay is a matter of first importance. There is no crop grown that requires more care in harvesting and none is more easily damaged by neglect. Because of the high price of grains and mill feeds, quality in hay and other roughage is of more importance than ever before.

The stage of growth at which the crop is cut and the manner of curing are main factors in determining the quality and feeding value of hay.

Early cut hay is best for dairy cattle. A common rule is to cut during the early bloom. At this stage the protein content is high and palatability at its maximum. Cut alfalfa when in early bloom and when the new sprouts are well started; clover when in full bloom; vetch when first pods are about half formed.

Late cuttings mean loss of protein, of palatability and of the finer and more valuable parts of the plant.

Do not mow when the crop is wet with rain or dew. This moisture dries off faster when the plant is standing. Cut in the morning as soon as the dew is off or in the late afternoon. Make as soon as the hay begins to dry and complete the curing in wind, row or cock.

Curing is accomplished largely through the moisture in stem and stalk being thrown off through the leaves. If the leaves are allowed to quickly dry and shrivel in the sun, curing is retarded, quality injured and leaves and fine stems lost. Curing in the windrow or cock provides partial shade of the leaves and allows them to complete their work. The leaves of the alfalfa plant contain over 25 per cent protein while the stems have less than 2 per cent.

If properly cured hay should be of a light green color, retain most of its leaves and have a pleasant aroma. Quality in hay means bulk and butter fat at lowest cost.

Medford Merchant Financial Wreck

"I am a financial wreck because of the expense of doctors and medicine for my wife. She has been a chronic sufferer for 20 years. Some pronounced it gall stones, some gastritis and some intestinal inflammation. I happened to read an ad of Mayr's Wonderful Remedy and from the first dose my wife has steadily improved." It is a simple, harmless preparation that removes the catarrhal mucus from the intestinal tract and allays the inflammation which causes practically all stomach, liver and intestinal ailments, including appendicitis. One dose will convince or money refunded. All reliable druggists. —Adv.

JOHN A. PERL UNDERTAKER. Lady Assistant. 88 SOUTH BARTLETT. Phone M. 47 and 47-J1. Automobile Hearse Service. Auto Ambulance Service. Oregon

THE AIRCRAFT SITUATION.

THOSE who know the sculptor Gutzon Borglum, or John Borglum or John Gutzon, as he has styled himself at various periods in his career, will take with a grain of salt his accusations against the aircraft production board—men who have patriotically devoted their time and energy in creating a vast new industry and solving almost unsolvable problems. The army officers he so glibly accuses and the big businessmen associated with them are all men of unstained and unsullied reputations and Mr. Borglum has produced no proof to substantiate his accusations, save that his artistic ego was offended by the lack of consideration shown him.

Mr. Borglum began his artistic career as a protege of the late Leland Stanford of California, who sent him abroad to study. Upon the latter's death, G. M. Linneager, a wealthy Omaha man became his patron, and later "Lucky" Baldwin. Borglum was then a painter. He quarreled with his parents, his wife, his benefactors and disowned his brother, Solon Borglum, also a sculptor, and changed his name because the latter showed talent. Many incidents in his career, notably the smashing of the statue of the Angel Gabriel, because of criticism, illustrate his ungovernable temper and lack of poise.

The aircraft board is to be blamed for misleading the public with glowing prospectus, deceiving Secretary Baker and the administration by not promptly acknowledging failures, delays and disappointments, and reporting that the program was ahead of schedule instead of behind. To this extent, the board was dishonest.

The board failed to realize the many difficulties to be encountered, entailing costly delays. Great Britain and France have both had similar troubles in aircraft production. As near as can be gathered, the great mistake of the board was in not separating the experimental and production departments, but changing plans and specifications constantly, thus interfering with production. The airplane engineers were tinkering instead of producing. A total lack of co-ordination of various agencies and instruments also handicapped the program.

These various shortcomings have already been remedied. John D. Ryan, a noted organizer, has been placed at the head of the department and has co-ordinated the various bureaus, welding the loose parts together into one compact business organization. The production and experimental departments have been segregated. The investigation of the aircraft board to find out whether there was graft or criminality has been ordered by the president, who has appointed Judge Charles E. Hughes, who won fame by probing the life insurance scandals, as chief investigator.

None of the knocks that have assailed the department have come from trained aircraft engineers, who know what they are talking about. Borglum is an artist. The aero clubs that have constantly assailed the board are composed of rich amateurs. Another society is headed by some patent attorneys and a typewriter manufacturer.

Meanwhile, American aviators in American machines are appearing in constantly increasing numbers on the battle line. The assertion that but one complete airship has been shipped to France sounds sinister-like, until it is remembered that it was merely sent as a model, that the various parts were shipped "knockdown," to save cargo space and that an assembling plant and factory employing 9,000 American mechanics is in full operation in France.

Quantity production is under way, and there is nothing to be discouraged about. Such delays as have been encountered in our war preparations have taught us to remove the obstacles and make up for lost time by intensifying speed. A big new job was never done without some mistakes and some delays. The important thing is that every possible effort is now being exerted to offset them.

American forces, hundreds of thousands strong, are at the Ypres front, in Picardy and in Lorraine, reinforcing the allies. Daily new troops are pouring across, as well as adequate supplies and munitions. The League for National Unity has published the following summary of war efforts abroad:

"The United States in the past year has made its own port on the French coast; built its own railroads (800 miles of track and more); laid out at its new harbor, which can deal with forty vessels at once, a freight yard bigger than any one yard about any great American city; provided a railroad equipment such as Europe never saw before; set up its own telegraph and telephonic system (12,500 operators for this last); constructed hospitals, warehouses and magazines; established workshops and factories where our works are already full, and made all ready for its new armies, so that if 5,000,000 fighting men are needed, room, equipment and provision are there for all of them, without crowding or deranging what our allies have in four years provided for themselves.

"We have now more shipyards than Great Britain, the greatest of shipbuilding nations. Our navy is building more submarine destroyers than there were in any two of the world's navies when the war broke out. Our regular navy has more men in it than the British navy had in July, 1914, when it was the world's largest naval force. Next year we shall fully make up the loss caused by submarines.

"Let no man or woman underrate the work already done to make the world safe for democracy, or doubt that we and our allies shall have the full ability and resources to fight our way to victory. If mistakes have been made, we have learned from them. Even after forty years of calculated war preparations the German bureaucracy has made serious mistakes during this war.

Misrepresentations of the nation's efforts is termed "moral treason," and the relatives of the soldiers are urged to stamp it out wherever it appears, thus guaranteeing the boys in the trenches against the enemies at home while the boys themselves are attending to the enemy at the front.

106 NAMES ON CASUALTY LIST FROM PERSHING

WASHINGTON, May 17.—The casualty list today contained 106 names, divided as follows: Killed in action, 15; died of wounds, 6; died of disease, 4; died of gas poisoning, 1; wounded severely, 12; wounded slightly, 69; missing in action, 8.

Officers named include: Lieutenant Averill Braxton Pfeifer, Cleveland, O., slightly wounded; Lieutenant Charles W. Maxson, Baltimore, Md., missing in action. Lieutenants Harold A. Goodrich, New Haven, Mo., and M. S. Redmond, Pittsburgh, Pa., previously reported missing, now reported prisoner. Privates Arthur C. Elliott, 4125 Midfield avenue, Seattle, and Roy L. Farris, Carmichael, Sask., Can., are reported slightly wounded.

Killed in action—Corporal Walter G. Moore, Pittsboro, N. C.; Private Vernon Bailey, Alden, Minn.; Vincent J. Blahovec, St. Louis, Mo.; Thomas W.

Cleary, Portage, Mich.; Henry L. Danforth, Danville, Va.; John W. Low, Dallas, Tex.; William R. Lyon, Indianola, Ia.; George P. Martin, Port Kent, Me.; Wyvil L. Mahtles, Johnstown, O.; Clarence L. Perkins, Manchester, N. H.; Jos. T. Poulfn, Augusta, Me.; Gino Roberti, Luca, Tuscana, Italy; Emmet D. Sullivan, Fine, N. Y.; Chas. R. Thompson, Kingman, Me.

BRITISH AVIATORS ACTIVE IN LORRAINE

LONDON, May 17.—In spite of determined opposition by German airplanes, British aviators on Thursday dropped bombs on factories and the railway station at Saarbrücken, in German Lorraine, starting a fire on the railway. After bombing the town, the Britishers turned on the enemy and in aerial fighting, says an official statement on aerial activities issued last midnight, destroyed five of the enemy machines. One of the British airplanes was lost.

In intense aerial fighting on the western front Wednesday, 37 German airplanes were accounted for by British aviators, while 11 British machines are reported missing.

FAMOUS ITALIAN AVIATOR KILLED AT HEMPSTEAD

NEW YORK, May 17.—Captain Antonio Silvio Resinati of the Royal Italian Flying corps, who piloted the ten passenger Caproni biplane from Washington to New York and back again recently, was killed at noon today at the Hempstead flying field.

Resinati, one of the most famous Italian military aviators, met his death while testing an American-built Caproni plane of the bombing type, recently authorized for purchase by the United States government.

Flying alone and carrying a cargo of 60 bombs, Captain Resinati left the flying field on what was to have been the first test of the new type of biplane. The machine rose only 100 feet when one of the planes crumpled and it fell backwards. Captain Resinati, strapped to his seat, was unable to release himself in time and one of the heavy engines crashed him to death.

"Corn-Less Day" for Feet, Every Day

Use "Gets-It," the Great Corn Discovery! Makes Corns Peel Right Off! Look at the illustration below. See the two fingers peeling off a corn as though it were a banana peel. And the man is smiling while he's doing it! All done painlessly, joyfully. The moment "Gets-It"



"Gets-It," the Only Genuine, Thorough Corn-Remover Ever Discovered. Demand "Gets-It," touches a corn or callus the growth is doomed. It takes but two seconds to apply "Gets-It." The corn-pain is eased at once. You can sit at your desk or walk about, dance, think, love and work with absolute ease. You can apply "Gets-It" conveniently almost anywhere where you can take your shoe and stocking off for a moment or two. "Gets-It" dries at once; then put your shoe and stocking on again. There's no further excuse for suffering from corns and corn-pains. "Gets-It," the guaranteed, money-back-corn-remover, the only sure way, costs but a trifle at any drug store. Mr. R. E. Lawrence & Co., Chicago, Ill. Sold in Medford and recommended as the world's best corn remedy by Heath's Drug Store, Leon B. Haskins, Strang's Drug Store, Medford Pharmacy.



Coming To Portland Soon? Whenever you do come this big, comfortable, home-like hotel will help to make your stay enjoyable. A hotel where you will want your family to stop. Lots of life—dinner-dancing week days, 5:30 to 8. Famous \$1 dinner. Noon-day luncheon, 50c. Rooms, \$1.50 and up. PORTLAND HOTEL. Richard W. Childs, Mgr. PORTLAND, OREGON

GIM CHUNG China Herb Store

Herb cure for earache, headache, catarrh, diphtheria, sore throat, lung trouble, kidney trouble, stomach trouble, heart trouble, chills and fever, cramps, coughs, poor circulation, carbuncles, tumors, caked breast, cures all kinds of colic. NO OPERATION.

Medford, Oregon, Jan. 18, 1917 TO WHOM IT MAY CONCERN:

This is to certify that I, the undersigned, had very severe stomach trouble and had been bothered for several years and last August was not expected to live, and hearing of Gim Chung (whose Herb Store is at 241 South Front street in Medford) I decided to get herbs for my stomach trouble, and I started to feeling better as soon as I used them, and today am a well man and can heartily recommend anyone afflicted as I was to see Gim Chung and try his herbs. (Signed) W. R. JOHNSON, Witness:

- M. A. Anderson, Medford. S. B. Holmes, Eagle Point. Frank Lewis, Eagle Point. Wm. Lewis, Eagle Point. W. L. Childreth, Eagle Point. C. E. Moore, Eagle Point. J. V. McIntyre, Eagle Point. Geo. B. Von der Hellen, Eagle Point. Thos. E. Nichols, Eagle Point.

WESTON'S Camera Shop

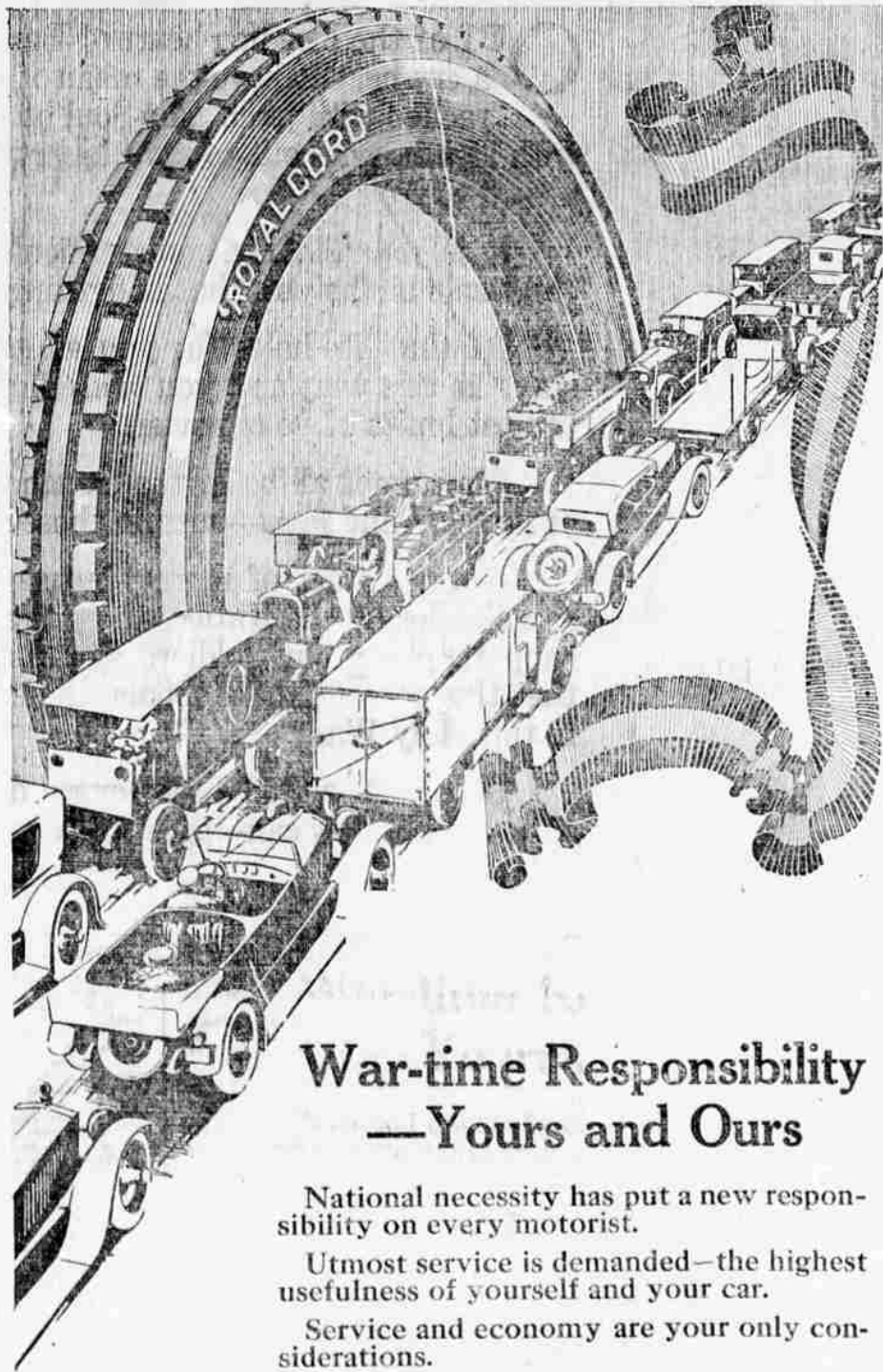
The Only Exclusive Commercial Photographer in Southern Oregon.

Negatives made any time or place by appointment.

Phone 147-J. We'll do the rest.

J. B. PALMER, Medford.

208 East Main Street.



War-time Responsibility —Yours and Ours

National necessity has put a new responsibility on every motorist.

Utmost service is demanded—the highest usefulness of yourself and your car.

Service and economy are your only considerations.

Our responsibility goes hand in hand with yours.

As the largest rubber manufacturer in the world, it is our duty to supply you with tires of unfailing reliability and extreme mileage.

United States Tires are more than making good in this time of stress.

They are setting new mileage records—establishing new standards of continuous service—effecting greater economy by reducing tire cost per mile.

There is a United States Tire for every car—passenger or commercial—and every condition of motoring.

The nearest United States Sales and Service Depot dealer will cheerfully aid you in fitting the right tire to your needs.

United States Tires are Good Tires

