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### ACADEMY PUPILS TO PRESENT INDIAN MUSICALE TUESDAY

Everything is now in readiness for the big musicale which will be given by the students of St. Mary's academy at the Rialto theater next Tuesday night. The program which will consist of Indian music adapted from various American tribes, has been under rehearsal for some time and promises to be a rare treat for all lovers of music.

There is perhaps no race of people who can do so well in portraying their feelings as adequately by means of music as does the Indian. It is his love or hate. The theme varies with his mood. The war dance, the love song, and the plaintive chant of his mourning song—each has its own place and time.

Life for the Indian is a highly colored picture. No incident of his life is a merely passing event. Each occurrence has its own peculiar significance, and around it he weaves a fantastic legend which can never be complete until it has been immortalized by its conversion into a melody which possesses either a series of seemingly tuneless chords or a strangely haunting, song-like production, as the occasion may demand.

There is a fascination about Indian music which cannot be resisted, especially if one knows the story connected with the musical theme. Those in charge of the recital have arranged to have papers read during the evening to explain the selections rendered. The audience will thus have an opportunity to gain a better idea of the spiritual and artistic side of the Indian, so little realized and appreciated.

**NOTICE TO SUBSCRIBERS**  
 If you fail to receive the Mail Tribune promptly send on time.  
 Phone 429J

### TIME TO SPRAY FOR CODDLING MOTH SAYS PATHOLOGIST

Codling moths have been emerging in great numbers, in the orchards for the past two weeks. The weather has been too cool for heavy egg laying, but some eggs have been found and it is possible that some worms may be hatched during the coming week. It will not be possible to control the first brood by one application of an insecticide of the long period in which the moths will emerge. Some are still in the worm stage and will not emerge as moths for possibly 30 days.

Under the circumstances it seems advisable to make two applications for the first brood. Make one application within the next 10 days and follow with another in two or three weeks. Two pounds arsenate paste to 50 gallons or one pound powder to 50 gallons. Combine nicotine-sulfate with arsenate to control aphid. One pint nicotine to 100 gallons. For special combinations see county pathologist.

If applications have been made recently it may not be necessary to make this application for another week or 10 days.

CLAUDE C. CATE,  
 County Pathologist.

### DRAMA LEAGUE CHIEF TO LECTURE TUESDAY

"The War and the Future of Drama America," will be the subject of a lecture, which Mr. Percival Chubb, of Los Angeles, will give at the public library Tuesday evening, May 21, at 8 o'clock. Mr. Chubb is vice president of the Drama League of America, and for two years was president of that organization. The lecture will be followed by an informal reception and refreshments will be served. All interested are invited and will kindly notify Miss Louise Burke, president of the Medford chapter of the Drama League.

Mr. and Mrs. Chubb will arrive Monday and spend two days at the home of the Medford chapter.

### DE LINED STRANDED OFF BRAZILIAN COAST

ORANGE ARIEN, May 18.—The steamer Orinda, which was stranded on the Brazilian coast, 60 miles north of Rio Janeiro and is expected to be a total loss. The crew were rescued and are now being cared for at a hospital in Rio.

The Orinda was a small steamer of 4000 gross tons.

**THIS ONE—IT IS WORTH MONEY.**  
**DO NOT MISS THIS.** Cut out this card and enclose with it and mail it to Foley & Co., 2155 Sheffield Ave., Chicago, Ill., writing your name and address clearly. You will receive in a trial package containing Foley's Kidney and Tor Compound, coughs, colds and croup; Foley's Eye Pills, for pain in eyes and rheumatism, backache, kidney bladder ailments; and Foley's Catarrh Tablets, a wholesome and thoroughly cleansing cathartic, for constipation, biliousness, headache and sluggish bowels.

### MEDFORD BOY IN OPERA COMPANY

George Maddox of this city leaves this afternoon for Chicago, where he joins the Redpath Lyceum Bureau Opera company.

He has been studying with George Andrews for the past two years and one-half, and has arrived at the point where Mr. Andrews is satisfied to recommend him as understanding for the tenor roles.

The Redpath Lyceum Bureau is one of the oldest and strongest amusement organizations in the United States. The last two years they have added to their other line of attractions three opera companies presenting the Gilbert & Sullivan operas exclusively. It is one of those companies that Mr. Maddox joins.

George Andrews has a standing arrangement with the Redpath people to place any of his pupils that he will recommend. There is no better place for young talent to be brought out than with the Redpath people, as it is impossible for any one to secure a position with them without the very best recommendations, not only as to artistic ability, but as to the character of the person, and their rules and regulations demand a very high standard of living while in their employ.

### WOMAN AND THE LAW AT THE RIALTO TONIGHT

Should the law uphold the rights of a father to a child against those of a mother, is the great question placed squarely before the public by the William Fox photoplay, "Woman and the Law," which is now being shown at the Rialto theater.

The man has abused the wife—neglected her, deserted her, and then so the woman's remedy be at-

**Catarhal Deafness Cannot Be Cured**  
 The only way to cure catarhal deafness is by a reconstructive remedy. Catarhal deafness is caused by an incorrect condition of the nervous lining of the hearing tube. When this tube is inflamed you have a running sound or imperfect hearing, and when it is entirely blocked deafness is the result. When the inflammation can be reduced and this tube restored to its normal condition, hearing will be restored forever. Many cases of deafness are caused by catarhal deafness, which is the most common condition of the hearing tube. Hall's Catarhal Medicine acts thru the blood on the mucous surface of the hearing tube.

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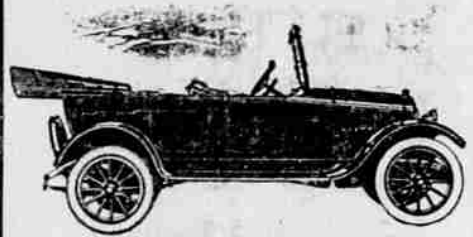
tempts to keep her child from her. Then it is that the hour of tragedy strikes like a bolt from heaven. The

wife takes the only means at her disposal and rears her little one. In the direction of this play, R. A.

Walsh has created a film masterpiece. An able cast, superbly handled, has produced a picture which

will cause endless discussion. The high engendered argument in story is based on the internationally particularly every home in the coun-sensational De Saules domestic trag-try a few months ago.

# Do You Know the Terms of that 22,000 Mile Test?



## Maxwell Motor Cars

- 5-Pass. Car . . . \$ 825
  - Roadster . . . . 825
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  - 5-Pass. Sedan . . 1275
  - 6-Pass. Town Car 1275
- All prices f.o.b. Detroit  
 Wire wheels motor equipment with fenders and fenders

### Official Figures of the Test

Date	Daily Mileage	Average Miles Per Gall. Gasoline
Nov. 23	311.4	22.2
" 24	331.4	22.82
" 25	537.4	21.47
" 26	505.9	21.49
" 27	480.1	21.79
" 28	509.6	23.02
" 29	515.3	26.40
" 30	480.1	27.89
Dec. 1	498.8	23.99
" 2	484.6	21.77
" 3	508.6	20.71
" 4	418.9	19.51
" 5	408.8	19.44
" 6	327.0	22.15
" 7	305.0	22.75
" 8	493.3	23.03
" 9	478.5	23.33
" 10	477.7	23.43
" 11	495.2	23.81
" 12	480.1	23.56
" 13	539.3	23.18
" 14	485.9	23.85
" 15	521.1	22.93
" 16	539.1	21.99
" 17	492.8	22.99
" 18	515.0	21.71
" 19	525.9	28.33
" 20	527.5	23.44
" 21	498.8	24.50
" 22	490.8	22.30
" 23	487.1	23.13
" 24	480.5	21.75
" 25	477.5	22.83
" 26	492.6	22.39
" 27	474.1	19.74
" 28	477.4	18.91
" 29	523.9	18.20
" 30	486.9	20.24
" 31	504.9	21.05
Jan. 1	501.4	19.82
" 2	451.8	20.03
" 3	476.1	21.56
" 4	455.0	19.87
" 5	502.5	19.10

Elapsed time . . . 44 days  
 Total mileage . . . 22,022 1/2 miles  
 Average speed per hour . . 25 miles  
 Average day's run . . 506 1/2 miles  
 Longest day's run . . 562 1/2 miles  
 Average miles per gal. . . 22 miles  
 Smallest day's mileage per gallon . . 12.20 miles  
 Greatest average miles per gallon . . . 28.33 miles  
 Average tire life . . . 9,875 miles  
 \*Note that longest day's run was made on last day of the test.



**A. W. Walker Auto Co.**  
 MEDFORD OREGON

You know, of course, that the Maxwell Motor Car is the long distance champion of the world.

You have read that a "stock" Maxwell 5-passenger car ran for 44 days and nights without stopping the motor.

And that, in the 44 days non-stop test, the Maxwell covered 22,022 miles, at an average speed of 25 miles per hour.

But have you, up to now, realized the full significance of that performance? Do you know that no other motor car in the world has ever equalled or even approached that performance?

In a word, did you take this test seriously when you heard of it? Or did you set it down as a "selling stunt" to give the publicity man something to talk about?

It's worth your while to read and to study the conditions under which that test was made.

You know that the American Automobile Association (familarly known as the "A.A.A.") is the official arbiter of every automobile test and contest.

But perhaps you didn't know that when a maker places his product under A. A. A. supervision he must do absolutely as told and abide by the decisions of the Board. That's why there are so few A. A. A. Official Records!

This 22,000-mile Maxwell non-stop test was official from start to finish. Therein lies its value to you.

It proves absolutely the quality of the car—of the very Maxwell you buy. For verily this was a "stock" Maxwell. Listen:—

First: the inspectors disassembled the motor to see that no special pistons, valves, bearing-metal or other parts had been used.

Every other unit was as critically inspected. Then the car was re-assembled under their own supervision.

As we had much at stake and the test was made in winter (November 23 to January 5) we asked permission to take certain little precautions against accidental stoppage.

Sounds reasonable, doesn't it?

But they refused permission to do any such thing.

For example:—They would not permit a rubber cover over the magneto—it wasn't "stock."

They refused to let us tape the ignition wire terminals—they are not taped on the Maxwells we sell—so of course it wasn't "stock."

Neither would they let us use a spiral coiled pipe in place of the usual straight one from tank to carburetor to guard against a breakage from the constant, unremitting vibration—it isn't "stock."

Nor to use a special high priced foreign make of spark plug—the run was made on the same spark plugs with which all Maxwells are equipped.

So rigid were the rules, we were unable to carry a spare tire on the rear—it wasn't "stock." A telegram to headquarters in New York finally brought a special permit to carry a spare tire.

"It isn't stock!" "It isn't stock!"

That was the laconic reply of those A. A. A. inspectors to every last suggestion that called for anything but the precise condition of the standard, stock model Maxwell that any customer can buy from any one of 3000 dealers anywhere.

We are glad now—mighty glad—that the rules were so strict and so rigidly enforced.

Any other car that ever attempts to equal that record must do it under official supervision—and comply with the same terms.

And it will have to go some.

For Maxwell set the standard when it performed this wonderful feat. Maxwell complied with those rules—and made good.

Every drop of gasoline and oil and water was measured out and poured in to the inspectors themselves. They would not even let our man pour it in!

Every four hours the car had to report at the official station for checking. And it had to be there on the minute.

And every minute there was an inspector beside the driver on the front seat—two more men in the rear. One got out only to let another in—day and night for 44 days and nights!

There was one technical stop.

It is interesting to know the circumstances.

Dead of night—a driving storm—a cloudburst—suddenly another car appeared in the road ahead.

In his effort to avoid a collision the Maxwell driver stalled his motor.

At least the observers thought it stopped and so reported.

The car did not stop, however, so its momentum again started the motor (if it had indeed stalled) when the clutch was let in.

Had the contest exonerated our driver on grounds that his action was necessary to save life.

That shows you how rigid were the rules—how conscientiously applied by the observers.

You who have owned and driven motor cars—you who know how small a thing may clog a carburetor or a feed pipe; "short" a spark or stall a motor—will realize what a wonderfully well made car this must be to go through that test under those conditions—44 days—22,022 miles without stopping.

The exact amount of gasoline, of oil, of water used; the tire mileage, tire troubles, tire changes; the distance and the routes are matters of official record, attested under oath and guaranteed by the A. A. A.

(By the way, the average was nearly 10,000 miles per tire.)

Any Maxwell owner—or anyone interested—may see those records.

And—here's the most wonderful part—though no attempt was or could be made for economy; the Maxwell averaged 22 miles per gallon of gasoline.

Some other car may, some time, equal some one of those performances. But to equal them all in the same test—that car must be a Maxwell.