

MEDFORD MAIL TRIBUNE

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

Office, Mail Tribune Building, 24-27-29 North Fir street, Phone 15.

A consolidation of the Democrat Times, The Medford Mail, The Medford Tribune, The Southern Oregonian, The Ashland Tribune.

The Medford Sunday Sun is furnished subscribers desiring a seven-day daily newspaper.

GEORGE PUTNAM, Editor.

SUBSCRIPTION TERMS: BY MAIL—IN ADVANCE: Daily, with Sunday Sun, year, \$6.00; Daily, without Sunday Sun, year, 5.00; Weekly Mail Tribune, one year, 1.50; Sunday Sun, one year, .50.

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

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

Sworn Circulation for June, 1924. MEMBER OF THE ASSOCIATED PRESS.

Full Licensed 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.



NOTICE TO SUBSCRIBERS: If you fail to receive the Mail Tribune promptly and on time, please notify us at once.

EM-TEES: THEY'RE COMIN' THROUGH!

Listen, Heine—we're tellin' you— Look out for th' Yanks—they're comin' through!

It may be now, or it may be then— They're not particular 'carin' when— But sure as shootin', yer "Wacht am Rhein!"

Is jest about due for th' Indian sign! Listen, Heine—we're tellin' you— You'll git yours—when th' Yanks come through!

It may be quick, or it may be slow— Ask yer Crown Prince—he might know!

Whichever it is, it'll be th' same— Old Tough-Luck Fritz—here goes yer game!

Listen, Heine—we're tellin' you— Th' Yanks don't stop—when they're comin' through!

They've took a chew, and their teeth's all set— And you not come to your senses yet! Didn't git mad 'til you bit their legs, But you'll go some now if you save yer eggs!

Listen, Heine—we're tellin' you— It won't be nice, when th' Yanks come through!

There's been things done—and there's been things said— That's sorta stuck in th' Yankee head.

And that's why, Fritz—we're warnin' you— God help your soul—they're comin' through!

—Walter S. Greenough.

Hits of Information: There are 182,843 ministers and 225,321 churches in the United States.

Bread without wheat is not new. During the siege of Paris, in 1590, bread was made from bone dust.

In Iceland it has been made from powdered codfish and in Ireland it is often made from potatoes.

Where do old newspapers go? Thousands of them finally reach China, where they are used by merchants for bundle wrapping.

One Hong-Kong firm alone spent nearly a quarter of a million dollars for old United States newspapers last year.

Just the samples that tailors gave their customers consumed 1,027,000 yards of cloth a year.

The size of the samples was reduced a trifle, and a saving of 223,108 yards of cloth was effected.

This cloth was worth \$419,500—enough to uniform 67,600 soldiers.

Women own nearly one-third of the Pennsylvania railroad. That is to say, out of the 101,000 stockholders of this big railroad, over 50,000 are women.

They own 145 million dollars' worth of the 500 million total capital stock.

The snake must not be killed, we are now told. As a matter of fact, we are asked to breed it, and Boy Scouts, the Y. M. C. A. and other organizations are asked by the government to do away with the popular belief that all snakes are harmful, and to make boys protectors of snakes.

Of 111 known species only 17 are poisonous. The others are valuable.

Stuck to It: "You held your position bravely," said the colonel to the kittle.

"I had to hold it. The mud here is so thick you can't retreat."

"OFFENSIVES."

THE word "Offensive" does not exclusively link itself to German aggressive military movements. Offensiveness characterizes almost every Teuton act. Even in pre-war days, to be offensive was the prized privilege of a Prussian army officer.

He made the uniform a curse to civilians and a terror to women whose escorts were not bedecked in military regalia. The boor of the bier garden was the Boche who rattled a sword. He brawled, insulted, annoyed women and if any particularly pleased his bestial lust, took them from their male companions with a vile remark or beastly sneer and no one dared to interfere—unless a "superior" felt himself outdone by some enterprising unter-Hun.

Every German of masculine gender who attains his majority sees compulsory military service. He emerges from his course in kaiserism a merciless menace to civilized mankind and womankind.

If he evidences scientific genius or business acumen, he becomes a tool in Hohenzollern hands for Teuton aggrandizement and Hun supremacy.

The clutch of kultur is ever on the trained brute, regardless of how long he may have been mustered out of military service.

No power is left to him except that of persecution. He vents his spleen on those helpless to retaliate. To be offensive is his sole remaining individual right. As it is popular with those in power next above him, it seems to him his one redeeming quality in the eyes of his fellows.

Wilhelm kicks the crown prince, who boots Ludendorff, which worth "number-nines" Colonel Spitzenepper, who lambasts Major Mackenphizzle—and the caress continues down the line to the private who slains the women.

So, German offensiveness is a perfectly natural Teuton trait.

WHY AMERICANS ARE FIGHTERS.

AFTER all fighting ability is not a race characteristic. Intelligence, will and a good reason for fighting have much to do with it.

The only racial Americans are the Indians. The rest of us are a high mix, with Irish, German, Scotch, English, Italian, Dutch, Scandinavian, Polish, Slav and other kinds of blood in our American veins.

All Europe contributed through the brief period of our history to make what we call the American. And if the American fights well it is because he knows what he is fighting for and what he is not fighting for.

He knows he is not fighting to oppress a weak people or to rob anybody of land or anything else.

He knows he is not fighting for money, or because some crazy kaiser orders him to fight.

He knows he is fighting for humanity, to save men, women and children from the crushing oppression of autocracy.

He knows he is fighting for ideals—to make the world a better place to live in—to hurl the mighty from their seats of power and lift up his fellow humans to a higher state of civilization and happiness.

And as he gladly risks his life in this war for humanity as he would jump into a raging torrent to save the life of an unknown child.

They say the Canadians, the Australians and the Americans are wonderful fighters. Isn't it because of what they know they are fighting for?

For the same reason, won't the British, the French and the Italians be better fighters now that their governments have something more inspiring to fight for than mere bits of land—something that appeals to the noblest qualities in any red-blooded man no matter what his race or language?

It takes something more than stern discipline and blind obedience to make a superior soldier. And that something more now inspires the soldiers of the allied armies.

ALL PLANES OF ALLIES SOON TO CARRY BOMBS

WITH THE AMERICAN ARMY IN ENGLAND, Aug. 1.—(Correspondence of the Associated Press.) Almost every airplane used by the allies soon will carry bombs. Experts in aerial warfare are convinced that the general efficiency of the corps will be increased if a bombing device is added to every plane sent out, even tho it be of the type once intended only for reconnaissance work, and Americans now training in England are being as carefully drilled in bombing as in handling a machine gun.

Lessons learned during the resistance offered in the recent offensive have served to increase the already high regard of both British and American officers in the air service for the low-flying, bomb-carrying craft, and, over the camps and countryside where aviators are being trained, planes are in evidence almost every hour, dipping down from high in the air and skimming the nearby country, barely missing tree-tops and houses.

It is the newer lesson they are learning, and observers back from the front where the allied planes did such remarkable work not only in scouting and distracting the enemy but actually in breaking up formations and at points checking the onward movement have urged concentration on that form of training.

British Trainers Praise Yanks: British trainers, detailed to American aviation camps, have been liberal in their praise of the new fliers from overseas, their only criticism being that the Americans are "a bit too keen." Their tendency has been to go in for flying stunts rather too early in training but even this the trainers have admitted is a valuable fault, also one not to be encouraged.

It has been pointed out to the Americans that team work as well as individual efficiency is a prime requisite and the Americans have steeled themselves to the routine their trainers have found makes for general advancement if not for individual applause. Fancy flying, the acrobatic work that once found favor and drew heavy gate receipts at aerial exhibitions in the United States, still is taught but the learning of that form of flying also has come to be regarded merely as routine and wholly insirable for attacking camps and troops in formation.

Flying Accidents Less: Accidents have occurred in the camps where the Americans are being trained and a few men have been killed but the records show that the percentage is far less in England than in the United States. Those in training here are inclined to attribute the difference more to luck than to anything else, altho there also is pointed out the probability that the average airplane used in England is a better made machine than the average that has been used in the United States.

The bombing devices being attached to virtually every plane is not the contrivance that was used in the earlier days of the war. That used then was little more than a mechanism that released the projectile, allowing it to fall at a point approximately near the target. The device now being used is one with which the operator may with much practice become almost as proficient in marksmanship as an artilleryman is with his gun.

Almost every light plane will carry bombs of at least 5 pounds and from the heavier types there will be hurled the huge containers of high explosive not materially different from those used by the Germans in some of the more recent raids.

America's Roll of Honor

Today's Casualty List Sent By Pershing From Battle Front in France.

WASHINGTON, Aug. 1.—The army casualty list today shows a total of 120, divided as follows: Killed in action 12; died from wounds, 23; died of disease, 11; died from airplane accident, two; died of accident and other causes, five; wounded severely, 61; wounded, degree undetermined, two; missing, three; prisoner, one.

The list includes Private Arnold J. Bertrand, Red Lodge, Mont.; Patrick E. Dunn, Livingston, Mont.; wounded severely.

Killed in Action: Lieutenants Wiley C. Bissett, New Bern, N. C.; William Walrich, Shawnee, Wis.; Corporals George W. Reese, Mahoney City, Pa.; Jos. C. St. Lawrence, South Braintree, Mass.; Wagoner Edward Sandler, Oshkosh, Wis.; Privates Jos. L. Dalbey, Philadelphia; Guerrin D'Avolio, Chicago; Alexander A. Drummond, Panchal, Madeira; David Geoleak, South River, N. J.; Harry E. Little, Malden, Mass.; Ralph W. Shirley, Freyberg, Maine; Alfred Smith, Millville, N. J.

Died From Wounds: Major James C. Williams, Ramer, Ala.; Lieutenants Thos. R. Bradley, Waxahatchie, Tex.; Walter W. Craig, New Bethlehem, Pa.; Pete Haggler, Evenwood, W. Va.; Elmer E. Hudger, Springfield, Ill.; James W. Hanbery, Pittsburg, Kas.; Howard R. Huston, Deering, N. D.; William L. Leeonte, Atlanta, Ga.; Arthur T. McAlister, Boonville, Mo.; Leon F. Roemer, Philadelphia; Harold C. Naggatt, Everett, Mass.; Sergeant George S. Koonee, Evansville, Ind.; Walter T. Mann, Plains, Pa.; Chas. M. Sullivan, Sparta, Wis.; Corporals Harold E. Mason, Sioux Falls, S. D.; Roy W. Watson, Fond Du Lac, Wis.; Privates John W. Brennan, Coleman, Tex.; Paul D. Kelley, Milton Junction, Wis.; Frank Matern, Monticello, S. D.; Guiseppe Polai, Polirtua, Italy; Lloyd Shoemaker, Alvin, Ill.; Mas A. Straub, Herndon, Pa.

Died of Disease: Captain John D. Irving, New York; Lieutenant Michael J. Troek, Milwaukee; Sergeant Henry P. Keith, Gilliam, Mo.; Privates Thomas Ager, Killbuck, Ia.; Everett C. Case, Churchville, N. Y.; Louis City, Worcester; Caleb Green, Meridian, Miss.; William Tebeh, Bookhart, Minn.; William S. O'Keefe, Everett, Mass.; Lloyd J. Ward, Louisville, N. Y.

Died of Airplane Accident: Lieutenants Cecil S. Huntington, Burlingame, Cal.; Jos. J. Mason, Pittsburg, Pa.

Died from accident and other causes—Captain George W. Wersela, Perth Amboy, N. J.; Lieutenants Julian W. Hopenberger, Wetumpka, Ala.; Frank B. Sanders, Chesterfield, S. C.; Mechanic Ernest G. Kehoe, Solvay, N. Y.; Private John Hamula, Karroka, Finland.

Wounded Severely: Major Howard W. Beal, Lewiston, Maine; Captain Henry A. Schwarz, Baltimore; Lieutenants Robert A. Fingham, Bath, N. Y.; Albert G. Kennedy, Jonesville, S. C.; Ernest C. Delioke, Washington; John L. Roberts, Idaho Springs, Colo.; Sergeants Albert W. Anderson, Moman, Pa.; Andrew J. Boeks, Buffalo, N. Y.; Vern Boutlier, Garfield, Maine; Lawrence B. McEntyre, Buffalo; Clotos L. Montgomery, Lebanon, Ind.; John H. Theus, Reynolds, Ga.; Corporals Frank H. Ames, Rochester, N. H.; James E. Colgrove, Hulls, Ill.; William J. Daly, Fitchburg, Mass.; Emanuel L. Hanoff, Brooklyn; Mechanic George Underwood, Lowell, Mass.; Privates Peter T. Anderson, Copenhagen, Denmark; Peter L. Baker, Ogden, Utah; Claude G. Bechtel, Hanover, Pa.; Arnold J. Bertrand, Red Lodge, Mont.; Carl Blair, Big Sandy, W. Va.; Frank L. Briggs, Harrison, Maine; John Bride, Westfield, Mass.; George J. Bush, Haverhill, Mass.; Ralph H. Challenger, Lebanon, Pa.; Charlie M. L. Clark, Walter, Okla.; John W. Clingerman, Elkins, W. Va.; Charles O. Cross, Fairbank, Minn.; Howard P. Curry, McDowell, Va.; Samuel J. Dana, Pleasant Point, Maine; August Devos, Piteo, Pa.; Patrick E. Dunn, Livingston, Mont.; Abe Dworsky, New York.

Abe Dworsky, New York; William M. Early, Oil City, Pa.; Carl Ebert, Salem Depot, N. H.; Robert W. Faulkner, Philadelphia; Ralph V. George, Cecilville, Ca.; Newton E. ...

Grant, Union City, Pa.; Raymond Hamlin, Beach, N. D.; Heber Hebert, Washingtonville, N. Y.; Stanley Hill, Boston; Harold D. Jeffrey, Washington; Homer Jewell, Culver, Kas.; Edward E. Jones, Jr., Brooklyn; James D. Leasure, Parkersburg, W. Va.; Walter J. Lisher, Pottsville, Pa.; Joseph Luksin, Brooklyn; Herbert A. Mowry, Providence; Harry M. Mullen, Dorchester, Mass.; James E. Puno, Rairtan, N. J.; John W. Rankin, Plainville, Kas.; Edward Rasmussen, Oxford, Ind.; Harry G. Riley, Tows Creek, Va.; William Roberts, Vinton, Ohio; Archie L. Salmon, Owensboro, Ky.; Anthony R. Spields, Utica, N. Y.; Herrence E. Smith, St. Louis; Harry L. Shrool, Cherryfield, Maine; Michael J. Tierney, Clinton, Mass.; Frank Vaughan, Prestonsburg, Ky.

Wounded, Degree Undetermined: Lieutenants Miles W. Kresge, South Bethlehem, Pa.; Edward C. Merritt, North Augusta, S. C.

Missing in action—Corporal Genaro Sciopione, Abruzzi, Italy; Privates C. Freshour, Ripon, Cal.; Paul Zanetos, Agrilia, Greece.

Prisoner—Private Charles E. Locke, Cincinnati, Ohio.

Marine Casualties: WASHINGTON, Aug. 1.—The marine corps casualty list today shows: Died of wounds, three; severely wounded, two; Total five. The list: Died from wounds received in action—Sergeant John J. Davis, Covington, Ky.; Privates Richard A. Evans, Richmond, Va.; John O. Cowl, Leon, Iowa.

Previously reported killed in action, now reported wounded in action—Private David D. Cairns, Cochester, Mass.

Previously reported wounded in action, now reported killed in action—Private Realis C. Kiestler, Cress, Ill.

SPANISH TANKER SUNK BY U-BOAT: PARIS, Aug. 1.—A dispatch to the Havas agency from Madrid quotes the Spanish newspapers as saying the torpedoing of the steamer Ramon de Larrinaga is the gravest incident that has occurred between Germany and Spain.

Eight Spaniards perished in the disaster and the petroleum which the ship carried, together with that burned aboard the Spanish freighter Serantes in New York harbor, constituted almost the entire stock assured to Spain under the Spanish-American agreement.

The above dispatch is the first intimation that the Spanish steamer Ramon de Larrinaga had been sunk. She was a vessel of 2975 tons and was owned in Balboa. She was last reported as arriving at an American Atlantic port on May 29.

Catarrh Cannot Be Cured with LOCAL APPLICATIONS, as they cannot reach the seat of the disease. Catarrh is a local disease, greatly influenced by constitutional conditions, and in order to cure it you must take an internal remedy. Hall's Catarrh Medicine is taken internally and acts thru the blood on the mucous surfaces of the system. Hall's Catarrh Medicine was prescribed by one of the best physicians in this country for years. It is composed of some of the best tonic known, combined with some of the best blood purifiers. The perfect combination of the ingredients in Hall's Catarrh Medicine is what produces such wonderful results in catarrhal conditions. Send for testimonials free.

F. J. CHENEY & CO., Props., Toledo, O. All Druggists, etc. Hall's Family Pills for constipation.

TAKE A TUMBLE: To the fact that cheapness alone is not economy. You can pay too little as well as too much for carriage and auto repair work. You don't do either here. We do only first-class work and charge a price which comparison will show is as low as such work can be done for.

NOT IN ANY COMBINE: 1 BILLINGS AUTO & CARRIAGE SHOP

MADE IN MEDFORD SUITS FOR KLEIN FOR KLOTHES

TO ORDER \$25.00 UP: Also Cleaning, Pressing and Altering 123 East Main Street, Medford, 123 E. MAIN UPSTAIRS



WASH THE KIDNEYS!

All the blood in the body passes thru the kidneys every few minutes. This is why the kidneys play such an important role in health or disease. By some mysterious process the kidney selects what ought to come out of the blood and takes it out. If the kidneys are not good-workmen and become congested—poisons accumulate and we suffer from backache, headache, lumbago, rheumatism or gout. The urine is often cloudy, full of sediment; channels often get sore and sleep is disturbed at night. So it is that Dr. Pierce, of the Invalids' Hotel and Surgical Institute in Buffalo, N. Y., advises "Washing the Kidneys," by drinking six to eight glasses of water between meals and then if you want to take a harmless medicine that will clear the channels and cure the annoying symptoms, go to your nearest drug-gist and obtain Anuric (double strength). This "Anuric," which is so many times more potent than lithia—will drive out the uric acid poisons and bathe the kidneys and channels in a soothing liquid. If you desire, write for free medical advice and send sample of water for free examination. Experience has taught Dr. Pierce that Anuric is a most powerful agent in dissolving uric acid, as hot water melts sugar. "Anuric" is a regular insurance and life-saver for all.



Pasteurized Milk

Always pure and has better keeping qualities. This modern method has been used by us for some time.

Milk depot 601 North Grape street. Everything sanitary. Inspection requested at any time.

SNIDER'S DAIRY PHONE 755-R

CRATER LAKE Hotel and Auto Rates

Table with 2 columns: Description and Price. Board and lodging, per day (tent) \$ 3.25; Board and lodging, per day (Lodge) 3.75; Board and lodging, per day with hot and cold water.. 4.25; Auto Stage Fare, 12-passenger White

Table with 2 columns: Description and Price. Medford to Crater Lake and return 15.00; Kirk to Crater Lake and return 6.00; Klamath Falls to Crater Lake and return, via Kirk 9.30; Medford to Kirk or the reverse via Kirk 10.50; Medford to Klamath Falls or the reverse, via Kirk.. 12.15; Auto stage leaves Medford, Holland and Nash Hotels at 9:00 a. m. Leaves S. P. Depot 9:40 a. m. For further information phone Crater Lake Motor Company, Court Hall, local manager.

Crater Lake Hotel Company

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,

SEATTLE TO SELL WAR PLANT BONDS

WASHINGTON, Aug. 1.—The city of Seattle was authorized today by the capital issues committee to sell \$5,500,000 in bonds for the construction of hydro-electric plants on the Skagit river to serve war industries.

The project had been reported adversely by the capital issues committee of San Francisco federal reserve bank, but was brought before the national committee here on appeal by Mayon Hanson and other Seattle officials and President Wilson's interest was enlisted.

The municipality is permitted to sell \$1,500,000 of bonds this calendar year and \$1,000,000 every six months thereafter until the entire amount is floated.

PACIFIC STEAMSHIP CO. CREATES 8-HOUR DAY

SAN FRANCISCO, Aug. 1.—An 8-hour working day for deck and engineer room crews on all vessels in the Pacific steamship company's service was announced here to become effective today. This change was ordered by General Manager A. F. Haynes at Seattle. About 1,000 employees of the company were said to be included in the change.

Brazil City Tahoes German.

WASHINGTON, Aug. 1.—The German language as a basic language in the many schools of Santa Catharina, Brazil, has been forbidden, according to advices reaching Washington. The authorities have decided to permit the teaching of German in the curriculum, but Portuguese is ordered as the basic language in all schools, public and private.

\$10,000 IS PAID TO BE WOMAN'S CADDY

SAN FRANCISCO, Aug. 1.—More than \$10,000 was raised in California at golf tournaments for the benefit of the "Drake Section Sanitarium," a war activity broken up yesterday in New York by the district attorney, according to computations made here today.

Mrs. William A. Gavin, national woman golf champion was the attraction at most of these tournaments, and the privilege of caddying her was sold by auction for more than \$6000 in one instance.

Sums gained at various clubs and resorts were reported today to include the following, in round numbers: San Francisco golf and country club, \$10,000; Claremont country club, (near Oakland) \$4000; Del Monte, \$1500.

Mrs. Gavin also played in Seattle, Tacoma and in Los Angeles, where receipts were reported at about \$8000.

Locomotive Engineer Writes

Overwork and worry cause kidney trouble. When the kidneys are not working properly, poisons accumulate in the system, resulting in backache, sore muscles, stiff joints, rheumatic pains, constantly tired feeling and other distressing symptoms. George McLain, Turle Lake, N. D., writes: "I am a locomotive engineer. I had a bad pain in my back and my bladder action was very irregular. I took Foley's kidney Pills and was relieved in a couple of days." Sold everywhere.

With Medford trade is Medford made

OREGON CALLED ON FOR 303 STUDENTS

WASHINGTON, Aug. 1.—Provost Marshal General Crowder today called on 23 states for 5,586 grammar school graduates of draft age qualified for general military service to take courses of training at colleges over the country. The men may volunteer until August 6 and after that deficiency will be made up. They are ordered to entrain August 15.

The quotas and assignments include: Idaho, 103; University of Idaho; Oregon, 303; Benson Polytechnic institute, Oregon; Washington, 247; Oregon agricultural college.

McCurdy Agency

General Insurance Medford National Bank Bldg. Telephone 123.

CHICHESTER'S PILLS

THE BILSON BRAND: Medical Ask your Druggist for Chichester's Bilson Brand Pills in Red and Gold wrapper. They are sold with the name Chichester on the wrapper. Take one or two. Buy of your Druggist or send for a box of 25. CHICHESTER'S PILLS FOR BILSON BRAND BILSON'S PILLS FOR BILSON BRAND BILSON'S PILLS FOR BILSON BRAND SOLD BY DRUGGISTS EVERYWHERE

JOHN A. PERL UNDERTAKER Lady Assistant 28 SOUTH BARTLETT Phone M. 47 and 47-73. Automobile Hearse Service. Auto Ambulance Service. Careless.