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GEORGE PUTNAM, Editor.

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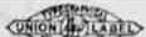
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EM-TEES

HENRY'S ONE-PIECE-SHIPS.

(By Edmund Vace Cooke.) Henry had a little boat. His name was Oscar Two. He set the ship of peace afloat. But found it wouldn't do.

He lingered patiently about. But not a war would cease; It made the nation seef and shout To see a Ship of Peace!

Now Henry builds another boat And builds it like a car. And every one he sets afloat Is helping stop the war.

He takes a goodly sheet of steel And starts it on the run; A workman turns a little wheel And bingo! she is done.

"What makes the folks like Henry Ford?" Well, here's the wise retort; When one-peace-ship goes by the board, He makes another sort!

Beech logs that formed 600 years ago the foundations of Winchester Cathedral, London, were a few years ago found to be in a sound condition, altho they had been exposed to water for six centuries.

In the Prussian lower house, Herr Hoffman, independent socialist, contrasting religion and war, said: "One is ashamed today to be a man, and for that the chief responsibility rests with Prussia."

In the far northwest of western Australia a man requiring surgical treatment was operated upon by a magistrate with a razor according to instructions wired from Perth. The patient died.

On the ground that "workmen's trousers will be of greater importance than ladies' openwork stockings," the under-secretary of state to the German imperial economic board declared that control of production would be inevitable in certain categories.

Speaking in the remnant in the debate on the censorship, Herr Hans (Independent socialist) said a "black bureau" was in existence whose secretary exercised a censorship of letters to members of the Reichstag belonging to various parties.

Liberty loan parades and other patriotic "doings" are sure to call out Mrs. Clarke with all her enthusiasm and that weather-worn American flag who has carefully guarded for decades.

It's in the Air. Windblown pollen, carrying the bacteria that inflame nose and throat and cause hay fever, is abroad in the land. One remedy is known to give relief and comfort from choking, gasping asthma and tormenting hay fever. That reliable remedy is Foley's Honey and Tar that spreads a healing, soothing coating on the inflamed membranes, stops irritating coughs and summer colds. Any one who has once used this standard cough and cold remedy will accept no other. Sold everywhere.

FAMOUS LITTLE TOWNS.

THE fall of Noyon, following that of Roye and Chaulnes, is a severe blow to the Germans as it was the southern pivot of their fortified line in Picardy from which they planned to advance upon Paris. The defense of the town was desperate and matched that of Bapaume, the bastion for their northern operations. Roye and Chaulnes were the railroad and highway bases between the two pivots from which their troops and supplies were distributed.

With the fall of Bapaume the allies will have in their possession all the vital points of the old German defense system of 1915 and 1916, which were taken by the British in the battle of the Somme, following which came the strategic retreat to the Hindenburg line.

Noyon is another one of the small towns of France made famous by the war. It is a very ancient town, antedating Roman occupation. Remains of the Roman walls still remain—if the Huns had not destroyed them—along with the famous 12th century cathedral, one of the finest examples of the transition from the Romanesque to Gothic architecture.

Noyon, the Noviomagus Veromandorum of the Germans, was Christianized by St. Quentin at the close of the 3rd century. It was the scene of the coronation of Pippin the Short, the Frankish king, in 752 and on the same occasion the coronation of his infant son Carloman with the title of King of Noyon. In 768 Charlemagne was crowned King of the Franks at Noyon and in 987 Hugh Capet was elected King of the Franks—replacing the Carolingian kings.

Noyon has suffered frequently from wars before. It was plundered by the Normans in 858 and was ravaged by the English during the hundred years' war; captured by the Spaniards in 1552; afterwards by the Leaguers, who were expelled by Henry of Navarre. It was the birth place of John Calvin, the protestant leader, in 1509.

At the last census Noyon had a population of 6,000 and had a good trade in grain and livestock, and was the site of chemical works, tanneries, iron foundries, lumbering and sugar manufacture. Nothing remains but piles of debris.

Peronne, which will be the next important strategic point to fall to the allies, is also a historic spot. It is the summer home of the early Frankish kings. Clovis II, presented his castle to the mayor who founded a monastery in it, which became the burial place of Charles the Simple, who died of starvation in the dungeon. Its possession was a point of dispute between the French crown and Burgundians and Louis XI was imprisoned in its castle. It was besieged by the Spaniards in 1536, who were defeated by the inhabitants under the lead of a woman, Marie Fouré.

Peronne was invested during the Franco-Prussian war by the Germans and suffered a 10-days bombardment, when on account of the sufferings of the civil population, among whom small pox had broken out, it was compelled to capitulate. Before the war it had a population of 4,000 but having been fought over several times, is now a mass of ruins.

LONGEST CANAL LOCK IN WORLD NOW COMPLETED

SAILT STE. MARIT, Mich., Aug. 29.—The last bucket of cement has been poured into the last mould of the longest canal lock in the world.

The new fourth lock of Marie Saint's ship canal beside St. Mary's Falls is almost completed. Already an army of workmen is busy tearing down stone crushers, cement sheds and concrete forms, and plans are being rushed to lock the first cargo of iron ore thru the \$3,500,000 structure to be made into a canal.

For more than two years shipload after shipload of cement has been poured into the forms between the cofferdams that keep out the waters of Lake Superior and Lake Huron.

Its creators term it another of the world's greatest wonders. It is another weapon to aim at the enemies of America.

More Pittsburghs will spring up because of the iron and copper ores that will be lowered from the level of Lake Superior to the lower lake ports. Millions of bushels of grain will pass from the northwest thru this lock to the seaboard. The northern forests will be borne by water to the shipyards of the east.

The fourth lock, lying just north of its three companion locks and nearest St. Mary's Falls, is 1700 feet long. Between the gates of the lock chamber the distance is 1850 feet, in comparison with the 1900 foot chambers of the Panama Canal locks. Two of the longest lake freighters placed end-to-end may be lifted to a height of 20 feet at one time in this lock.

The width of the lock chamber is 80 feet. The walls are of solid concrete and 7 feet high. At the bottom they are 26 feet thick, tapering to eight feet at the top.

By means of the fourth lock only one lift is necessary to change the level of a vessel from the lower to the upper lakes. Six culverts, six by nine feet in dimension, run the length of the lock chamber just underneath its floor. The water is introduced into and emptied from the lock thru three culverts, which have outlets in the floor. There are 18,000 cubic yards of concrete masonry in the construction of the fourth lock, reinforced by 725 tons of steel rods.

FOUR YEARS AGO HUN FRIGHTFULNESS WAS INAUGURATED

LONDON, Aug. 29.—Four years ago, August 25, 1914, the Germans began their campaign of frightfulness in the air, the killing of non-combatants by dropping bombs from airplanes.

The first German air murder of civilians took place at Antwerp. It sent a shudder of horror thru the whole world, but since then the world has traveled far on the path of horror.

The Battle of Mons had opened and the French and British forces were falling back rapidly under the overwhelming pressure of the German armies. There was only one cause of dissatisfaction at German headquarters,—the delay which the little Belgian army had imposed during the passage thru Belgium, and the stubborn refusal of the Belgian king to surrender, altho his capital had fallen and his army had been driven into Antwerp.

It was under these circumstances that the order was given to make the first trial of Germany's great air weapon. A Zeppelin was sent to make a midnight raid on the city of Antwerp. The commander had special instructions to try for the royal palace, for King Albert was felt to be the soul of his people's resistance.

Antwerp was a fortified city in the technical sense of the term, but the ring of forts was located far from the parts inhabited by the civilian population, and the main forts were at an average distance of ten miles from the center.

But the Zeppelin did not attack the forts. With its engines stopped, it drifted over the city and discharged 16 bombs, all of which fell near the palace.

An American army officer who was in Antwerp at the time wrote the following account of the incident: "No bomb actually struck the palace, but one narrowly missed the cathedral. Three found human victims. One killed four women and two policemen. A second killed one man and wounded two others. Another fell in the courtyard of the hospital of St. Elizabeth, smashed all the windows, but wounded no one, altho the crucifix hanging over the bed of a sick child was smashed to pieces by a fragment of shrapnel."

America's Roll of Honor

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

The following casualties are reported by the commanding general of the American expeditionary forces: Killed in action, 28; missing in action, 23; Wounded severely, 88; died of wounds, 14; died of accident and other causes, 4; died of disease, 2; wounded, degree undetermined, 70; prisoners, 2. Total 231.

A second list showed: Killed in action, 24; missing in action, 23; wounded severely, 84; died of wounds 15; died of disease, 7; wounded, degree undetermined, 77. Total, 234.

Killed in Action: Lt. Wilber Stuart Sewell, Tennesse; Lt. Donald Parrot McNeill, Stroudsburg, Pa.; Corporal Robert D. Adams, Whitestone, Va.; Carl A. Ewerott, McKeesport, Pa.; James D. Steward, Elkins, W. Va.

Privates Frank Bennett, Indianapolis; Ite E. Bonnell, Coltry, Okla.; Henry Bahm, Cameron, Tex.; Luther Browling, Elgin, Okla.; Shad Carlton, Crockett, Tex.; George Cotton, Salt Lake City; Charles C. Curry, Simpson, Minn.; George A. Daly, New York; Frank C. Dorn, Philadelphia, Wis.; Nelson Dube, Washington, Va.; Orrin H. Edwards, Antrim, N. H.; Frank Johnson, Phoenixville, Pa.; Philip Kirk, Chailis, Idaho; William W. Leonard, Graniteville, Va.; Ernest H. Melton, Walla Walla, Wash.; Paul Pasarek, Grand Rapids, Wis.; Earl M. Rhodes, Providence, R. I.; Albert L. Roberts, Howell, Mich.; George E. Schmidt, Galveston, Tex.; Alpha Thigpen, Hallsville, N. C.; Ward C. Underwood, Grand Valley, Colo.; Marcellus White, Portage, Wis.; Beachem W. Willoughby, Branch, Ky.

Lt. Manderson Lehr, Alden, Neb.; Sgt. Thomas Vitovec, Sioux City, Ill.; Corporal George A. Louth, La Crescent, Minn.; Joseph Niczyporek, Chicago; Cook Fernald G. Howard, Somerville, Mass.

Privates Otha R. Downey, Nathan, Mont.; Clement S. Farrell, Bremen, Kas.; Frank A. Krider, Brazil, Ind.; Clarence W. McCormick, Donnybrook, N. D.; George P. Mattison, Ridgville, Ala.; Robert A. C. Peters, Augusta, Mont.; Amosco Peierls, New Bedford, Mass.; Austin F. Reedy, Libby, Mont.; Rudolph M. Stumpf, Seattle; Szeapan Zakrevskii, Piaznoek, Russian Poland; Edward Charles Frink, Mt. Clemens, Mich.; Orville Hamilton, Miles City, Mont.; Lee L. Kressler, Buckley, Wis.; Albert R. Rector, Rector, Pa.; George Rodes Burchelstowen, Pa.; Frank Szielski, Moline, Wis.; Clarence Walker, Homer, Mich.; John L. Cowen, Pearsonia, Okla.; Harold F. Prevost, Athol, Mass.

Wounded Severely: Privates Francis Gilbert, Granooville, Idaho; Albert J. Chabot, San Francisco; Arthur D. Ferney, Weatherby, Ore.; George O. Philken, Folsom, Cal.; Otto W. Saucerman, Pittsburg, Ore.; Alvino A. Buzacoff, Sutherland, Cal.; George Engle, Westport, Ore.; George W. Tiedemann, Oakland, Cal.; Harold Watson, Westchester, Wis.; Dennis T. Webber, Tamwater, Wash.; Joaquin Arduiz, San Pedro, Cal.; Herbert S. Bristol, Portland, Ore.; Frank L. Tappe, Charleston, W. Va.; Cornelius Kelly, San Francisco; Ray D. Parker, Modesto, Cal.

Missing in Action: Kenneth C. Lauer, San Diego, Cal.; Lyle L. Case, Fresno, Cal.; Elric E. McGrew, Dayton, Wis.; Lee Nichols, San Francisco; Win. Nordling, Elverta, Cal.

Died of Wounds: Lt. John C. Champagne, Lake Charles, La.; Sgt. Basil Earl Myers, Indianapolis; Corp. Charles Bender, Boyne City, Mich.; Corp. Frank J. Whitfield, Niles, Mich.; Privates Floyd W. Gill, Mokane, Mo.; William Graves, Chicago; Richard F. Harvey, Boyne City, Mich.; Cecil J. Hutton, New York; John Lankheet, Veeland, Mich.; Willie L. McCulloch, Doncan, Ariz.; Robert A. Madson, Indianapolis; Ralph K. Mooney, Princeton, Ind.; Louis Salzer, New Orleans, La.; John A. Teach, Veaspe, Mich.

Lieutenants George L. Howard, Malone, N. Y.; Kenneth Paul Murray, Mt. Vernon, N. Y.; Mercer M. Phillips, Asworth, Ga.; Edward J. Veasey, Jr., Lima, Ohio; Sgt. Harold G. Goodwin, Nashville, Tenn.; Sgt. William Bourke, Elgin, Ill.; Corp. Walter P. Matthes, Eleridan, Ore.; Corp. Herman C. Morrales, Brooklyn; Mechanic Tom Grimes, Fredrick, Okla.; Wagoner Marshal H. Coleman, Toza, Va.

Privates David H. Adams, Lees Summit, Mo.; Emmet M. Casey, Charles Road, Maywood, Ill.; Raymond Farley, Helbyville, Ind.; Roy C. Jones, Neosho Rapids, Kas.; Henry L. Mau, Bonfield, Ill.; Charles H. Reese, Johnson, Neb.; Edward Rickaby, Oldford, Pa.; Maurice Frances Slaney, Milwaukee; Samuel E. Tinkey, Clayton, Ia.

Died from accident and other causes: Lt. Gilbert H. Jerome, New Haven, Conn.; Lt. Walter B. Schaffner, Ottumwa, Ia.; Corp. Wilfred C. Byram, Santa Ana, Calif.; Pvt. Clint Conrad, Pinkstaff, Ill.

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But the returned soldier still offers a problem which is haunting the brow of every Canadian, and dark days are promised before the clouds pass.

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PLAN TO PREVENT UNEMPLOYMENT AFTER THE WAR

(By Gilson Gardner.) WASHINGTON, Aug. 29.—How is unemployment to be prevented after the war?

How adjust industries to returning armies? What plans for industrial reconstruction should not be considered?

These questions have been provided for the decision of federal government employees. A national convention has been called to meet in Chicago, Sept. 9, and the president of the national federation, Luther C. Steward, has asked the members' attention to after-the-war-reconstruction.

"Critical conditions will have to be met after the war," says President Steward, "and a sound governmental policy is necessary. The organized federal employees should begin at once to do everything in their power to create public sentiment for such a policy."

"Jobs for All!" The program, which is to be backed by the 400,000 civil service employees, includes a demand for old age, health and unemployment insurance; minimum wage legislation; a back-to-land movement encouraged by taxation of unused agriculture land; a readjustment of income taxes, inheritance taxes and excess profit taxes and the control of prices of staples.

President Steward says: "Labor in general must adopt as its slogan 'Jobs For All.' Provision must be made for the millions of men who have gone to the front. It is the nation's duty to assure these and all other citizens an opportunity to earn a living."

Housecleaning Promised. This declaration is only a sign of the times. Movements are starting in Washington which look to a house cleaning in the economic world after the war.

With the railroads in government hands, rates will be changed so that it will no longer be cheaper to ship over a long haul than a short haul. This will tend to build up the little community again.

The government has taken over much of the insurance business, and the next step will be insurance against unemployment.

In several of the government departments plans are being worked out for colonizing returning soldiers and sailors on government owned lands with government furnished capital under government experts in agriculture and other industries.



Policies

ONE finds the broad policies of the First National Bank representative of the men who comprise its Directorate.

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CANADA VETERANS AFTER SCALPS OF WAR PROFITEERS

WINNIPEG, Aug. 29.—Fellows in soft jobs, profiteers and pork loving government officials of Canada are wondering what to do with the returned soldier. He numbers 45,000, organized into a potential body, and is out after their scalps.

Revolution, riots and other serious difficulties are predicted if conditions are not bettered.

Back from the trenches, unfit for further service, the returned soldier find alien enemies have cornered all the jobs in the mines, receiving from \$7 to \$14 a day.

He sees food profiteers flourishing at the expense of his own flesh and blood. He watches while food barons destroy food to boost prices. The labor market, he finds, is filled with Chinese and Hindus, who have driven wages down to \$2.50 a day for track labor on the railroads. His pension is irregular.

This and more have prompted him to organize an association called the Great War Veterans' Association, to which 90 per cent of all returned soldiers in Canada belong.

According to reports of the labor commissioner at Victoria there are in British Columbia alone, 6000 Australians, 5000 Germans, 105 Bulgarians, and 217 Turks and Syrians, making a total of 9342 alien enemies killing jobs which the returned soldier believes should be his.

With an organization in every town of size in Canada, the returned soldier is able to exert political pressure which already has borne results. When the rest of Canada's expeditionary army returns, a political organization is predicted which will sweep all parties before it.

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Auto Stage Fare, 12-passenger White 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

Clubbing Rates

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