

MEDFORD MAIL TRIBUNE

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GEORGE PUTNAM, Editor.

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SIDETRACKING SOUTHERN OREGON.

THE course of highway legislation at Salem will be worth watching, for there are indications that the dominating Portland machine is intent upon a road program that will benefit Portland and Northern Oregon at the expense of Southern Oregon—will favor highways radiating from Portland to points in Northern Oregon to the neglect of the trunk lines, like the Pacific highway.

The roads reported scheduled by the Portland combine as of first importance and for immediate construction are: the Columbia highway east from Portland to Astoria, thence south along the coast to Tillamook, so the wealthy Portland automobilist can quickly reach his summer resort by the sea; the Columbia highway west from Portland to the Dalles, thence through Pendleton to the Idaho line, to satisfy Eastern Oregon; from the Dalles south to Bend, thence east through Vale to Ontario, which it is calculated will win the support of Central Oregon; two highways from Portland to Junction City, one on the east side of the Willamette and one on the west side to placate the Willamette valley. Last on the list comes the Pacific highway from Junction City to the California line—if there is any money left for it.

The Portland plan is to tie the hands of the highway commission by requiring that 75 per cent of the highway funds be spent on the above roads and but 25 per cent left in the hands of the commission to expend as its judgment dictates, at its discretion. It is up to the legislative delegations of Southern Oregon to stand unitedly against any such program of sectional discrimination.

It is proposed to issue ten million dollars of highway bonds to carry out this program of road building. To meet the interest upon these bonds and provide a sinking fund for their redemption, it is planned to increase the cost of annual motor licenses. In any equitable program of road building, there could be little objection to this method of financing, for it is only just that those who benefit most by the highways, should pay most for their construction and maintenance. But to force the people of Southern Oregon to pay high license fees for the sole benefit of the highway program elsewhere is neither fair nor just.

Local petitions have been circulated against the proposed increase in motor licenses, but it is evident that the object of the increased licenses is not understood. Paved highways save many times the cost of the license to the autoist in time, tires and gas, besides adding much to the pleasure of riding. The lighter cars pay the lightest tax, as they wear the roads least. The heavy cars pay the highest, and they wear the roadways most. Any one that can afford the luxury of a high priced, powerful, heavy car, can afford to pay the tax—for such cars are luxuries and luxuries of the rich should be taxed heaviest.

The tax upon auto trucks is made heavy because the wear and tear of auto trucks upon highways and bridges is enormous. The auto truck is a money-making, commercial proposition and should pay for the use of the highway and its destruction.

There is only one alternative to higher motor licenses, if we are going to have paved highways—and that is direct taxation, which would hit the property owners only, many of whom do not use the highways, instead of those benefitted most by them. Hence if you object to paying the price—sell your auto. The chances are you cannot afford it, do not need it, and will be better off physically as well as financially without it. If you object to contributing your share to building roads, you can easily avoid contributing a cent by letting those willing to pay foot the bill.

However it is neither fair nor right to throw the entire burden upon the automobile and motor truck owners. The highways are used by all kinds of vehicles as well as motor vehicles, and wagons, drays and buggies should also be licensed and forced to observe the laws of the road. There should be no unfair discrimination; especially as narrow tired wagons damage improved roads as much or more than motor vehicles. If they are licensed, the license fees for all could be materially reduced.

LIVESTOCK SHOWS GOOD INCREASE IN OREGON FOR 1918

PORTLAND, Ore., Jan. 29.—An increase in the number of horses, cattle, sheep and hogs in Oregon on Jan. 1, 1919, as compared with the number of the same animals a year previous, is shown in a report issued by F. L. Kent, field agent of the United States department of agriculture, in Portland. The number of mules remains the same, 10,000, and the number of milk cows decreased from 227,000 to 222,000 during the year, according to these figures. Values per head of cattle, milk cows and swine increased, while those of horses, mules and sheep decreased during the year.

Average Fairly Well

On the whole, says Field Agent Kent, climatic conditions as affecting livestock during the past year have averaged fairly well with former years. The ill effects of a very dry summer were practically offset by an early spring, also by early fall rains. In the alfalfa growing section, the yield per acre was probably above the average, but the less than usual acreage reduced the total crop of the state as a whole. Aphid attacks reduced the early hay crop in the west of the state and the wild hay crop was reduced by dry weather but helped out to some extent by the seeding of acres normally too wet for cultivation. The open character of the winter, to date, has materially relieved the hay situation which, at harvest time, proved to be pretty serious.

The early rains of last fall brought about a better than average condition of pastures and ranges. Cattle and sheep have gone into the winter feeding season in better condition than for several years. This is particularly true of range sheep driven a considerable distance from their summer range to the winter feeding quarters.

Light Demand for Horses

During the past year there has been a very light demand for horses and mules, the report of the department states. The gasoline truck and tractor have taken the place of much horse power, thus decreasing the normal horse demand for horses. The raising of colts has practically been discontinued in many parts of the state.

High prices for feed and labor, without a corresponding increase in the price of dairy products, has caused some reduction in dairy herds, but not so great as frequently indicated. Dairywomen are each year giving more attention to the matter of dairy herd testing and the disposal of unprofitable animals. Young animals are continually coming on to take the place of the ones found unprofitable, hence the annual marketing of a considerable number of dairy cows does not mean a material reduction of the dairy herds as a whole. However during the past year the conditions have been such that the total number of dairy cows now in the state is materially less than the number on this date a year ago. Dairy stock in good condition of flesh have often sold for higher price for beef purposes than could have been realized from their sale as dairy animals during the past year.

Increase in Sheep

The number of sheep in farm flocks materially increased during 1918. In several counties the increase was around 20 per cent. But in some of the range districts a falling off in number of sheep is reported. Some of the larger owners decided the "peak price of sheep and sheep products had been reached last fall and they materially reduced the size of

KITCHENER NEVER REACHED DECK OF DESTROYED CRUISER

LONDON, Jan. 2.—(Correspondence of Associated Press.) Lord Kitchener and his staff did not even reach the deck of the British cruiser Hampshire after she struck a mine off the coast of Scotland one stormy night in June, 1916, according to a warrant officer who has just told the story of the sinking to a correspondent of the Manchester Guardian.

Questions concerning the sinking of the Hampshire have been asked in parliament because of the persistent rumor that the vessel had been sunk by a submarine and Lord Kitchener had been carried off a prisoner to Germany. No detailed statement, however, has ever been officially given out. The name of the officer who now tells the story has not been disclosed.

Story of Disaster Four days after the Jutland battle, according to the officer, the Hampshire took Lord Kitchener aboard on June 5, and set out with about 800 persons on board in "the fittest weather known in that region." She was escorted by two destroyers who were unable to face the storm and returned to port. Everything on board the Hampshire was washed down, and only one hatchway was left open.

About 8 o'clock in the evening the ship was shaken by a terrific explosion and the crew scrambled for the deck. Officers quickly took their posts, but their orders could not be heard because of the raging storm and the terrific sound of escaping steam. Immediately after the explosion there was another and all lights went out, which added to the confusion.

Kitchener Below The officer, with a companion, cut the lashings of a life raft, it being impossible to launch the boats in the terrific sea, and the raft was slipped over the side. It turned upside down but finally righted and he with others found themselves afloat. Almost immediately the ship went down, not more than five minutes after the first explosion. The officer did not see Lord Kitchener on deck, and it is his opinion that as only one hatchway was open, the only men who reached the deck were those who went that way. Although much confused, he recalls trying to open a number of other hatchways while trying to reach the deck and found them all battened down.

The raft drifted with the gale for five hours, during which time many of the men were washed from the raft, while others died and rolled into the net in the center. The raft was then tossed thru an opening in a rocky reef and beached on an island. The officer scoffed at the suggestion that Lord Kitchener had been saved, and was quite sure the Hampshire had been mined and not torpedoed.

SECRET TREATIES INTERFERE WITH PEACE PROGRAM

PARIS, Jan. 29.—In connection with the territorial questions before it, the peace conference is confronted by no less than three secret treaties, says the Paris edition of the London Daily Mail today.

"The first is the treaty between Great Britain, France and Italy, disposing of the Adriatic coast, which conflicts violently with Jugo-Slav and Czecho-Slovak interests," the Mail continues. "The second is the treaty between Great Britain and Japan, under which Japan gets the German islands in the North Pacific. The third is the treaty between Great Britain and the King of the Hedjaz, under which Damascus forms a part of the territory given to the Hedjaz kingdom."

"Damascus lies near the border line of the spheres of control in Syria and Palestine agreed upon between the British and the French. Under this agreement Palestine from the sea of Galilee to the Egyptian border is a British protectorate administered for the special benefit of Jews, while north of the Sea of Galilee to Asia Minor it comes under the French. The latter, however, are most anxious to have Damascus included within their sphere, while the Hedjaz delegates are equally anxious to retain Damascus, as it is already under their administration."

SECOND TRIP TO PARIS FOR WILSON

PARIS, Jan. 29.—Such as President Wilson still hopes to avoid a second trip to Europe, it begins to look as if the trend of peace conference affairs would cause him to feel impelled to recross the Atlantic in the early spring.

Recent statements purporting to announce definitely that the president had arranged to come back to Paris after going to Washington in February and even giving the date of his sailing on his return trip, were founded, it may be said, on no definite information.

If his present plans hold, he will sail from Brest on the steamer George Washington sometime between February 15 and February 18, going directly to the United States. The steamer probably will take the southern route, which she followed on her way over, to avoid bad weather.

COUGHS AND COLDS QUICKLY RELIEVED

Dr. King's New Discovery used since Grant was President. Get a bottle today.

It did it for your grandpa, for your father. For fifty years this well-known evergreening army of friends, young and old.

For half a century druggists everywhere have sold it. Put a bottle in your medicine cabinet. You may need it in a hurry. Sold by druggists everywhere. 6c and \$1.20.

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MEDFORD VULCANIZING WORKS

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, cracked breast, cures all kinds of colic. NO OPERATIONS.

Medford, Oregon, Jan. 13, 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 214 South Front street, 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.

Witnesses: M. A. Anderson, Medford; S. B. Holman, Eagle Point; Wm. Lewis, Eagle Point; W. L. Childreth, Eagle Point; C. E. Moore, Eagle Point; J. V. McIntyre, Eagle Point; Geo. R. Von der Hellen, Eagle Point; Thos. E. Nichols, Eagle Point.

THIS WOMAN ONLY WEIGHED 90 POUNDS

Takes Tania and She Now Weighs 135 Pounds—Condition Was Alarming

"When my wife began taking Tania she only weighed ninety pounds and she now weighs one hundred and thirty-five, giving her an actual gain of forty-five pounds," said Clarence E. Mallin, the well known contractor, living at 815 West Fifty-first street, Seattle, Wash., recently.

Mr. Mallin's statement, while indeed remarkable, is by no means exceptional, as thousands of well-known people all over America have testified that they have used the Master Medicine with the same astonishing and gratifying results.

"Mrs. Mallin commenced to fail in strength and go down hill two years ago, just after the birth of our last baby," continued Mr. Mallin. "Her appetite was very poor and she would get so weak and dizzy at times that she would have to catch hold of something to keep from falling. The least little thing would bring on one of these dizzy spells. She always suffered this way just after getting up in the morning and was hardly ever free from headaches. I have known her to go five or six nights in succession without getting any sound sleep and I don't see how on earth she ever managed to do her household work, as she would have to either sit down or lay down every little while during the day. As I said before she only weighed ninety pounds and her condition was getting to be alarming."

"She never seemed to be able to get anything to help her, so I got her to take Tania and now she is just like a new person and I have never seen her looking better. Her appetite is just fine, she thoroughly enjoys her food and has not had a sign of dizziness since she began taking Tania. She sleeps like a child now, is cheerful and happy all the time and her work is not the least trouble to her.

"Well, I had been suffering a great deal with rheumatism in my arms and shoulders. I could scarcely raise my hands to my head and my right arm especially was so stiff that it took every bit of nerve and will power I had to do any work. So I decided to try Tania myself, as it was doing my wife so much good and now I never feel a sign of rheumatism. I can swing my arms and use them without feeling a pain of any kind and I also have picked up five or six pounds since I began taking the medicine. I certainly have every reason for praising Tania, for it has been a wonderful thing for both my wife and myself."

Tania is sold in Medford by West Side Pharmacy, in Gold Hill by M. D. Brown, in Central Point by Miss M. A. See, in Ashland by J. J. McNeil. Adv.

Attention Automobilist

We wish to announce to the automobile public that Seely Hall has bought a one-half interest in the Crater Lake Motor company.

For twenty-one months Seely Hall has been working on airplane and automobile motors with the very highest class mechanics at Rockwell Field. The last seven months he had charge of the testing and inspecting department.

Seely Hall will have charge of all our motor work beginning January 29th.

P. F. Chase will have charge of our machine shops.

We will diagnose all motor trouble free of charge for the following two weeks.

Crater Lake Motor Co

GOOD SPUDS at \$1.90 per 100 AUSTRALIAN BROWN ONIONS \$2.00 per 100

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Negatives made any time or place by appointment.

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We'll do the rest.

J. E. PALMER Medford. 208 East Main Street.

GOVERNMENT TIMBER SOLD FOR \$18.10 M.

PORTLAND, Ore., Jan. 29.—A bid of \$18.10 per thousand for large quantities of government-owned lumber at Vancouver, Wash., Kenton, Ore., and Warrenton, Ore., was accepted today by the sales board of the United States Spruce Production Corporation here. The Willapa Lumber company of Washington, was the successful bidder. Two other bids were received.

Fir, spruce and Port Orford Cedar lumber comprised the purchase. Airplane stock not being included. The government made no guarantee as to condition of the stock and no estimate was made as to how many million feet were included in the purchase.

WOULD-BE SUICIDE WINS COURT VICTORY

SALEM, Ore., Jan. 29.—Mrs. J. J. Bailey, who lives near Bend, Ore., won an appeal to the supreme court today from a conviction of robbery. She was reported yesterday to have attempted suicide and was taken into custody at Bend. She had been at liberty on \$5000 bail since her conviction a year ago. It was charged at that time that she stole a promissory note for \$500 from L. A. Rawlings, after she and her 14-year-old son had overpowered and bound him.

The supreme court today reversed the decision in her case.

COPPER MINERS TO IMPROVE CONDITIONS

WASHINGTON, Jan. 29.—Labor leaders of the copper districts of Arizona, Montana and Utah will confer here Friday with the secretary of labor as to the best methods for improving working conditions during the period of readjustment. Conditions in the copper industry are said to be particularly difficult because of the sudden decline in the demand for coppers.

TODAY'S CASUALTIES

Wounded slightly—Corp. Ernest Boeks, Arlington, Ore.; Corp. Carl W. Jones, Brookings, Ore.; Private Adelbert W. Metzger, Gresham, Ore.; Private Robert L. Beebe, Bend, Ore.

Sore Throat, Colds Quickly Relieved by Hamlin's Wizard Oil

Hamlin's Wizard Oil is a simple and effective treatment for sore throat and chest colds. Used as a gargle for sore throat it brings quick relief. Rubbed on the chest it will often loosen up a hard, deep seated cold in one night.

RUSSIANS IN PARIS SAY OLD ORDER GONE

PARIS, Jan. 29.—(By the Associated Press.)—A declaration has been delivered to the allied governments by what in the document is called a conference of Russian ambassadors and business men in Paris.

No matter when order is restored in Russia, the declaration says, "this order cannot be founded on the principles which formed the basis of the ancient regime. It is hard to formulate precisely for the present what the actual constitution of Russia will be, but it is possible to formulate the principles which will form the basis of the democratic organization of Russia. These principles are democratic in nature, patterned largely after the United States."

REFUGEES REPORT SHENKURSK MASSACRES

ARCHANGEL, Jan. 28.—(By the Associated Press.)—The number of refugees fleeing over forest paths in zero weather from Shenkursk to the American and allied lines north of that town is increasing. American Red Cross representatives report the refugees in serious plight.

Those who left Shenkursk after the arrival of the Bolsheviks repeat stories of massacres there, but allied headquarters is inclined to doubt them.

ALLIED ADMIRALS IN SESSION AT FIUME

PARIS, Jan. 29.—(By Associated Press.) A committee consisting of four admirals representing Great Britain, the United States, France and Italy has been in session in Fiume, inquiring into the occupation of various ports along the eastern coast of the Adriatic.

Meetings of the commission have been suspended indefinitely. It is said owing to the withdrawal of the Italian representative who is understood not to be in entire accord with his colleagues as to the desirability of the inquiry.

TO RELIEVE CATARRHAL DEAFNESS AND HEAD NOISES

If you have Catarrhal Deafness or are hard of hearing or have head noises go to your druggist and get 1 ounce of Parlant (double strength), and add to it 1/2 pint of hot water and a little granulated sugar. Take one tablespoonful four times a day.

This will often bring quick relief from the distressing head noises. Clogged nostrils should open, breathing become easy and the mucus stop dropping into the throat. It is easy to prepare, costs little and is pleasant to take. Anyone who has Catarrhal Deafness or head noises should give this prescription a trial. Adv.

JOHN A. PERL Undertaker Phone M. 47 and 47-32 Automobile Hearse Service Lady Assistant 22 SOUTH BARTLETT Auto Ambulance Service, Coroner

You Can't Rub It Away; Rheumatism is in the Blood

Liniments Will Never Cure. If you are afflicted with Rheumatism, why waste time with liniments, lotions and other local applications that never did cure Rheumatism, and never will?

Do not try to rub the pain away, for you will never succeed. Try the sensible plan of finding the cause of the pain, and so after that. Remove the cause, and there can be no pain. You will never be rid of Rheumatism until you cleanse your blood of the germs that cause the disease.

MEDFORD PHARMACY \$1.75 Pound HAVE YOUR PRESCRIPTIONS FILLED HERE \$1.75 Pound

THE MEDFORD BUSINESS COLLEGE Is now open for business at 31 North Grape street. Has been inspected by the City Health Committee and DECLARED SANITARY and safe from contagious diseases.