

MEDFORD MAIL TRIBUNE

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GEORGE PUTNAM, Editor.

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STRIKE FEVER IN UNITED KINGDOM REACHES LONDON

LONDON, Feb. 3.—The strike fever in the United Kingdom, spread to London today. Londoners this morning found entrances to the principal tube stations closed, owing to the midnight decision of the employees not to move trains today unless a half-hour luncheon interval were allowed them in their new 8-hour day.

The electric system of the London, Brighton and South Coast railway also was partly stopped, while other suburban railways were threatened with stoppage.

Buses and street cars were running, but for some time now these means of conveyance have been unable to cope with the ordinary traffic because of the shortage of buses and cars and of men to operate them.

Workers in the large hotels will hold a meeting today to decide whether after dinner tonight they shall strike in an effort to enforce demands for shorter hours, better wages and improved conditions.

The next stoppage on the program is that of the engineers, who expect to go on strike Thursday for a forty-hour week. A similar demand is engaging the attention of twenty-four trades unions consisting of skilled and unskilled women workers and electrical trades unions. Other unions such as the railway clerks, are withholding a strike until the cabinet is able to consider their grievances.

The fact that Premier Lloyd-George remains in Paris leads to the conclusion in many quarters that the cabinet members do not consider the situation as serious as it looks on its face.

COMMUNICATION

To the Editor: In your editorial attacking Senator La Follette your contention that the republican senatorial vote for the dismissal of charges against him was due to the desire for a republican vote, is positively ludicrous.

You should know that there is probably no democrat in the country except possibly Mr. Bryan, who would not be more acceptable to the "stand pat" republicans than La Follette. They know from long experience that they can have, on party lines alone, neither his vote, nor a "pair" nor a "present but not voting"; nothing for a measure of which he disapproves, but a straight "nay."

Moreover, he will take pains to be there to say it. I do not ask you to take this on my word, but refer you to the Congressional Record.

On what ground do you judge that the 17 democrats vote for dismissal of the charges? Was it perhaps with them a case of infatuated "hero worship"?

It was none of these reasons; the committee and senate knew that an investigation would be futile; that it would simply enable La Follette to prove his facts beyond peradventure, overwhelm them with precedents and at last they would "come out by the same door wherein they went."

"Nou et red return mil maledixit!" Your maledictions are mere southern compliments to what I might say from an editorial "roof." I confess I had small grounds in the beginning for believing in your fairness, but, once all the facts were placed before you I did so believe. Since you are not fair enough to publish what I say, I shall not further enrich your wastebasket. I still hope, however, that you will some day reach a more just attitude toward Senator La Follette. He has been on the firing line for many years defending the rights of the plain people. He is doing so now, jointly and severally we owe him a heavy debt. I cannot refrain from at least attempting to cancel my part of it. Very truly,

ALICE BARTON, Central Point, Jan. 29.

THE PORTLAND WAY.

OREGON cannot develop without railroads. Two-fifths of the population and most of the wealth of the state is concentrated at Portland, yet no effort is made by the metropolis to secure railroads that develop her tributary territory and provide a market for her products. In an effort to develop the adjacent mineral area, the city of Grants Pass some years ago, voted a \$200,000 bond issue for the construction of a railroad which now extends 15 miles in the interior. No assistance was received from Portland—her bankers even refused to buy the bonds.

A little later, the citizens of Roseburg voted overwhelmingly the bond issue to build a branch line to develop its tributary timber belt. On a legal technicality the bonds were invalidated, and war conditions prevented further effort—but no co-operation or assistance was volunteered by Portland.

For several years, an effort has been underway to build a system of connecting railroads across Central Oregon to tie-up existing terminals and enable the populating and development of a vast region that should be tributary to Portland instead of San Francisco. Portland was profuse in support of the proposal with promises and printers' ink but withheld financial support—and hot air doesn't build railroads.

Tired of waiting and hoping that the example might shame the metropolis into action, Klamath Falls voted bonds three years ago and has constructed the first unit of these connecting railroads—which is now in operation, but the effort was in vain—no co-operation has been forthcoming.

Some years ago the Hill system built the Pacific and Eastern as a unit of the Oregon Trunk railroad which was to be extended from Bend to Medford. The road was built largely on the promises of timber owners to operate. Much of this timber is owned in Portland, which is headquarters for the largest syndicates. A change in railroad administration caused the abandonment of the extension by the Hills, and the road, built from Medford to Butte Falls, became a feeder for the Southern Pacific. Naturally the Great Northern objected to extensions which benefited a rival, and government control was seized upon as an occasion to discontinue operation of the isolated railroad.

The P. & E. represents a \$2,000,000 investment and has been offered to the citizens of Medford for \$270,000. There is nearly enough tonnage in sight to pay operating expenses and a short extension would make it a paying proposition. Yet the Portland timber owners refuse co-operation in purchase of the railroad and refuse to operate to furnish tonnage. There have been no offers of assistance of any kind from Portland to maintain the railroad—yet its discontinuance means a loss of payrolls and population and a retrogression of Portland's tributary territory. Portland's only interest is that of the junk dealer.

Imagine, if you can, Seattle or San Francisco viewing with complacency, the junking of a railroad in its tributary territory, which a little money and a little energy would convert into a money maker and at the same time develop the state and increase its wealth. It is not the Seattle way or the San Francisco way—but it is the Portland way.

Largely because of the myopic visions of the metropolis, the lack of use of her money and energy in developing the resources of the state Oregon lags far behind the other coast states in development—and Portland has been distanced, in spite of her water grade and geographical advantages, in the race for commercial supremacy.

The smaller Oregon cities with one or two exceptions, have remained stationary for years, because they had not the capital to develop the resources surrounding and were refused assistance by the metropolis. This development cannot take place without railroads—yet Portland capital not only refuses to cooperate in their construction, but views with indifference the heroic efforts of little towns to help themselves and regards with complacency the destruction of completed railroads and the consequent paralysis of what should be a thriving industry.

Making a Newspaper

(From Albany Democrat.) In the passing of H. L. Pitcock, Oregon loses one of its most successful publishers and a man who has been closely identified with the growth and development of the state for more than half a century. Those who were closely associated with him vouch for his integrity, his business ability and a pleasing personality; and the Democrat joins with these friends in expressing sorrow at the decease of the founder of one of the metropolitan newspapers of the state.

Mr. Pitcock, however, is better known as a financier than as an editor. He was the business brains of the newspaper organization which he founded rather than the editorial chief. It was the late Harvey Scott who made the Oregonian a great newspaper and it has since been dependent upon the memory of this distinguished journalist for its prestige and place in the editorial sun.

If the late owner had any weakness it was in inability to sense genius and to attract to his paper an editorial writer who could take the place of the man who made the Oregonian a vital force in the state.

When Mr. Scott edited the Oregonian it was the editorial page that attracted subscribers. Since Edgar B. Piper assumed charge it is the press dispatches, the local news and the prestige won during the time of Scott that makes the Oregonian a good business investment. When Scott was in charge he thought first and then

JOHN A. PERL Undertaker Phone M. 47 and 47-32 Automobile Hearse Service Lady Assistant 82 SOUTH BARTLETT Auto Ambulance Service, Coroner MEDFORD VULCANIZING WORKS

CAMPAIGN FOR BETTER EXPRESS SERVICE LAUNCHED

Plans of a most comprehensive nature to bring about conditions which will make possible a marked improvement in the express service throughout the country, were announced, last night, by J. E. Dent, local representative of the American Railway Express company. A "Better Service Campaign" will be undertaken by the 135,000 men and women employed in the express business, for the purpose of raising the standards of packing, wrapping and marking express shipments.

The drive will start on February 10, in every city and town in the country. It will comprise a campaign of education and appeal among express employees simultaneously with a widespread effort to secure the co-operation of the shipping public along the same lines. No new packing or marking rules have been adopted for the campaign, but express drivers and receiving clerks will be instructed hereafter to insist, firmly but courteously, that the rules already in force be strictly adhered to.

The chief purpose of the "Better Service Campaign" is to check, once and for all, the waste of time, effort and money that result from lost or damaged shipments. It is a source of dissatisfaction and annoyance to both shippers and the carrier and tends to impair the express service. It is expected that all who ship by express, and 300,000,000 shipments are annually traveling that way, will be keenly interested in the forthcoming drive, because it so intimately concerns the transportation end of many different trade and industries, some of which depend almost exclusively upon the express service.

ERA OF PIPE LINE BUILDING IN TEXAS

DALLAS, Texas, Feb. 3.—This is an era of pipe line building in Texas and the big oil companies are spending millions rushing lines to the new oil fields to provide outlets to the Gulf of Mexico.

One company is building an eight-inch line due west from Corsicana, Tex., to the Ranger field, a distance of 129 miles. At Corsicana it connects with the two-pipe Magnolia line from Oklahoma to tidewater. In the oil fields it goes direct to De Leon. The capacity of an eight-inch pipe-line is approximately 20,000 barrels every 24 hours.

Other companies are building or have built lines from Ranger to Ft. Worth and Saltillo. One line from Ranger to Cushing, Okla., is being doubled.

accused him of being a snob. He was a staunch republican but at rare intervals had the saving grace of being able to detect ability in those who failed to accept his school of political philosophy. Piper is unwilling to make any such concession. Scott was a big man in a big town. Piper is a little man, who by a queer turn in the wheel of fortune has been placed in a high place. Scott brought breadth of vision, ability and personality to the Oregonian. Piper brought only egotism and self-assurance. Scott was an asset, and Piper is a liability. One was a man; the other is a mouse.

Fiery Eczema and Skin Eruptions Readily Yield to This Old Remedy

Successfully used for 50 years. Eczema and similar skin troubles come from a disordered, impure condition of the blood, and they can only be cured by giving the blood a thorough cleansing, and removing from it all traces of impurity. This is why S. S. S. has been used so successfully in hundreds of cases of Eczema and other skin eruptions. This wonderful remedy is without

THE JACKSON COUNTY BANK Keeping in Touch With Business Conditions The practical business man realizes the value of keeping in touch with business conditions. It simplifies many problems. We endeavor to keep in touch with our patrons and cordially invite them to consult with our officers regarding financial matters. 4 Per Cent Interest Paid on Savings Accounts. ESTABLISHED 1888

TAFT APPEALS TO PUBLIC OPINION TO SUPPORT LEAGUE

PORTLAND, Feb. 3.—"Will you help in this greatest crisis of history to marshal public opinion behind America's real purpose in the war?" This appeal, signed by former President William Howard Taft and a score of other national leaders of the League of Nations campaign, has been sent to a large number of prominent men and women in Idaho, Oregon and Washington, as the preface to the invitation to attend the Northwestern League of Nations convention to be held in the Municipal Auditorium at Portland, Feb. 16 and 17.

The largest party of speakers of national and international note that ever crossed the continent together will, it is announced, appear at the northwestern convention. The list includes from President Taft, now president of the League to Enforce Peace; Henry Morgenthau, former ambassador to Turkey; Dr. Henry Van Dyke; President A. Lawrence Lowell of Harvard; Dean Charles R. Brown of Yale; Frank P. Walsh, former joint chairman of the war industries board; Mrs. Philip North Moore, president of the National Council of Women; Edward A. Filene of Boston, representing the Chamber of Commerce of the United States and some twelve others. Arrangements will be made to seat 5000 delegates from the three north-west states. The climax of the convention will be an expression of the northwest's public sentiment favoring a League of Nations as proposed by President Wilson and approved by the peace conference. The expression of the northwestern convention and of eight others being held throughout the United States will be forwarded to the senate of the United States for reference when the ratification of the World League of Nations pact comes up.

President Taft of the League to Enforce Peace has appointed the following committee to represent Oregon: Dr. John H. Boyr, Leslie Butler, Charles H. Carey, Henry L. Corbett, J. A. Churchill, C. S. Jackson, Richard W. Montague, Porter J. Neff, E. B. Piper, Ben Selling, Oswald West, Governor James Withycombe.

ALLIES IN SIBERIA COMBAT TYPHUS

VLADIVOSTOK. (Correspondence of the Associated Press.)—To combat an outbreak of typhus, at Nikol'sk, which has assumed dangerous proportions, the International Sanitary Commission has decided to establish a hospital there with a capacity of 200 beds. The epidemic is a result of the coming to Nikol'sk of a train of Bolshevik and political prisoners a month ago from Samara. A number of cases were found among the prisoners when the American Red Cross investigated and started relief work. Since then they have multiplied until the situation has become one of concern to the allied forces in Siberia. Dr. Seliesneff, surgeon of the military hospital in Nikol'sk, will be placed in charge of the proposed hospital and the Red Cross will supervise the establishment. Dr. F. R. Manget, director of the Red Cross medical bureau in Eastern Siberia, who has just returned from Nikol'sk, reported 120

cases of the disease already developed. He estimated the cost of establishing the hospital at 200,000, and it has been agreed that the allies would each bear a share. Dr. John Rosett, director of the anti-typhus expedition which is about to leave Vladivostok for the west, has proceeded in advance to Nikol'sk to arrange for carrying out the new hospital project.

The Woman's Independent Political Party of Victoria, B. C., has decided to put up three women candidates for election to the city council and board of education.

TRAFFIC MANAGER IS OUT WITH FACTS

Bedford Had Been Going Down-Hill For Several Years—In Fine Shape After Taking Tanlac

"For five years now I have been looking for something that would relieve my troubles and have found it at last in Tanlac," said George L. Bedford, of 3721 Central Ave., Kansas City, Mo., the other day. Mr. Bedford is well-known in business circles and holds the responsible position of traffic manager with the Austin Bacon Manufacturing company. "For the past few years," he continued, "I have suffered constantly from stomach and liver trouble, and although I tried different kinds of treatments and diets I kept getting worse all the time. My liver was so sluggish that it wouldn't act at all without my taking some kind of strong purgative. I had a sallow, unhealthy look and would get up in the morning feeling so dull and languid that I didn't have a bit of life about me. My food almost always gave me indigestion, and I would have a miserable feeling in the pit of my stomach as though what I had eaten had formed a heavy lump there. I was badly constipated, and if I ate any lunch at noon, I would always have a mean headache right afterwards, and felt so drowsy and out of sorts that I could hardly do my work. I had always taken good care of myself and couldn't understand what was the cause of my trouble.

"Some three weeks ago I read a notice in the papers about Tanlac and decided I would investigate it. Well, I have only taken three bottles so far and I am actually feeling better today than I have for the past five years. My appetite is so much better that I enjoy all I eat and I can eat anything I want without having the least touch of indigestion afterwards. All that mean sluggish feeling is gone. I get up in the mornings feeling fine and can work now without suffering from those awful headaches. My skin has cleared up, my liver is working right and that constipation has been removed. I have never taken a medicine that did me so much good as Tanlac and am glad to recommend it to everybody."

Tanlac is sold in Medford by West Side Pharmacy, in Gold Hill by M. D. Bowers, in Central Point by Miss M. A. Mee, in Ashland by J. J. McNair, Adv.

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OFFICE HOURS 9 a. m. to 8 p. m., daily and Sunday The most sensitive need not fear to call. You come in contact with no one. Rooms private. For these few days will offer to the public full and complete \$2.00 readings for \$3.00 and answering any five questions you may wish to know. Located 43 North Grape street. Private residence.

STOVES WANTED

I have contracted to supply one order of 20 old second hand stoves and ranges.

WHAT HAVE YOU TO OFFER? We trade new stoves for second hand. We accept Liberty Bonds the same as cash.

POOLE FURNITURE CO.

(Successors to Scott Woolf.)

For Burning Eczema

Greasy salves and ointments should not be applied if good clear skin is wanted. From any druggist for 35c, or \$1.00 for large size, get a bottle of Zemo. When applied as directed it effectively removes eczema, quickly stops itching, and heals skin troubles, also sores, burns, wounds and chafing. It penetrates, cleanses and soothes. Zemo is a clean, dependable and inexpensive, antiseptic liquid. Try it, as we believe nothing you have ever used is as effective and satisfying. The E. W. Rose Co., Cleveland, O.

Look and Feel Clean, Sweet and Fresh Every Day

Drink a glass of real hot water before breakfast to wash out poisons.

Life is not merely to live, but to live well, eat well, digest well, work well, sleep well, look well. What a glorious condition to attain, and yet how very easy it is if one will only adopt the morning inside bath. Folks who are accustomed to feel dull and heavy when they arise, splitting headache, stuffy from a cold, foul tongue, nasty breath, acid stomach, can, instead, feel as fresh as a daisy by opening the alkalies of the system each morning and flushing out the whole of the internal poisonous stagnant matter. Everyone, whether ailing, sick or well, should, each morning, before breakfast, drink a glass of real hot water with a teaspoonful of limestone phosphate in it to wash from the stomach, liver, kidneys and bowels the previous day's indigestible waste, sour bile and poisonous toxins; thus cleanse, sweetening and purifying the entire alimentary canal before putting more food into the stomach. The action of hot water and limestone phosphate on an empty stomach is wonderfully invigorating. It cleans out all the sour fermentations, gases, waste and acidity and gives one a splendid appetite for breakfast. While you are enjoying your breakfast the water and phosphate is quietly extracting a large volume of water from the blood and getting ready for a thorough flushing of all the inside organs.

The millions of people who are bothered with constipation, bilious spells, stomach trouble, rheumatism; others who have sallow skins, blood disorders and sickly complexions are urged to get a quarter pound of limestone phosphate from the drug store which will cost very little, but is sufficient to make anyone a pronounced crank on the subject of internal sanitation.

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GIM CHUNG

China Herb Store Herb cure for strachos, 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 sores. 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, Witness:

M. A. Anderson, Medford S. B. Holmes, Eagle Point W. M. Lewis, Eagle Point, W. L. Childreth, Eagle Point, C. E. Modro, Eagle Point, J. V. McIntyre, Eagle Point, Geo. B. Von der Hollen, Eagle Point, Thos. E. Nichols, Eagle Point.

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