

MEDFORD MAIL TRIBUNE

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GEORGE PUTNAM, Editor.

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UNION LABEL

SOLDIERS HERE NEED WORK; HELP MAKE A PLACE

"All employers of Medford and vicinity should make an extra effort to provide employment, even if only for a short time for returned soldiers," said Milton S. James, superintendent of the local federal employment office.

"Everybody should stretch a point to help carry over these soldiers now, for later on there will be plenty of work in the orchards and on farms, besides in the logging camps and mills.

"The only job I could find for one soldier the other day was one at dish washing in a local restaurant. Another soldier who is not a resident of this county, who had been five years in the United States army and had served at Chateau Thierry and in the Argonne campaign, where he was twice wounded, is badly in need of work and is willing to do anything.

"The only thing I could find for him Tuesday was a laboring job for the afternoon at the Denny fruit warehouse. He is able to hold down any working job altho he walks with a slight limp."

SPEED COP PULLS MAN OFF TRAIN AS BOOT-LEGGER

Judson Bowdre of Pendleton, Ore., who claims to be a sheep herder of Umatilla county, and who while on route home last night from Hornbrook with a suit case filled with 20 half-pint bottles of whiskey was yanked of the train at Medford by Speed Cop McDonald and arrested on the charge of importing liquor into Oregon.

Bowdre claimed he was transporting the liquor for his own use but the fact that on him was found an expense book itemizing his expenses since he left Pendleton made the arresting officer and county prosecutor think he was representing some one else and might be a professional bootlegger.

The speed cop, as deputy sheriff, boarded train 16 last evening at Ashland on the look out for bootleggers and whiskey smugglers. McDonald noticed Bowdre keep a close eye on his suit case. When Bowdre left the car for a second McDonald hurriedly lifted the suit case and found it to be heavy, thus verifying his suspicions. When Medford was reached he arrested Bowdre and hustled him from the train.

COPENHAGEN, Feb. 4.—A majority of the government buildings in Koenigsberg, East Prussia, have been seized by Spartans from Berlin. The governor of East Prussia has declared a state of siege in the Thorn district and instituted courts martial.

"POOR PORTLAND."

INSTEAD of cooperating with the newspapers of the state in their efforts to arouse Portland from her self-sufficient lethargy and awaken in the metropolis a sense of the imperative duty she owes in the development of tributary territory, the Portland newspapers carefully conceal from their readers expressions of public opinion voiced by the country press, leaving Portlanders in ignorance of the real sentiment existing towards the chief city of the state.

Instead of stating the facts and attempting to answer them, the Portland Oregonian replies to the Mail Tribune's comment on the failure of Portland capital to cooperate in the development of Oregon, particularly in the lack of assistance to railroad projects, as follows, under the caption of "Poor Portland!":

The Mail Tribune at Medford emerges from the protracted silence of an appropriate moribundity long enough to castigate Portland for its failure to finance various railroad projects in southern Oregon and elsewhere in the state.

It may well be asked if the way to secure the favor of Portland capital is to hold all Portland responsible, by outright misrepresentation and unqualified libel, for its acts of omission or commission. They say that money has no feelings, but it is a mistake. It has a lively regard for its own interest, and it is sensitive, besides, whether it comes from Portland, or Medford, or anywhere.

We wonder what the Medford paper would say, in the way of commendation or otherwise, if, for example, Portland capital had invested—as it did—something like a half million dollars in a large industry employing several hundred men at the mouth of the Rogue river. Would it approve, then, of the wide vision and broad enterprise of Portland money? It would appear that it would do just that.

Or would it begin at the earliest time a campaign of detraction and destruction against the temerarious Portland capitalist who had ventured to pour his thousands into a part of Oregon, not near Portland, but nearer to Medford? It would, or at least it did. It enlisted the sportsman of Jackson county in a scheme to legislate the fish establishment of the Portland man out of existence, and the scheme to ruin him nearly succeeded. It is not a first-rate way to guarantee Portland capital fair protection, or reasonable opportunity to get returns. It is a most effective way to make it apprehensive and uneasy, and disposed to seek other fields.

One would think from the above that Portland capital was a sort of sensitive tom-cat that had to be coaxed and petted and pussed to be tempted to leave the sacred precincts of the metropolis. However, the country districts have tried that also. They found that praise and cajolery only broadened the grin of their Cheshire friend which purled all the louder in self satisfaction—and refused to stir.

If there was any libel in the Mail Tribune's article, it consisted of bluntly stating the facts, and "the greater the truth, the greater the libel." If Portland capital has any other interest than that of the junk man in railroads, prospective or built, it has not manifested it. If Portland timber owners have any other intent than to preserve their local holdings intact for future generations, they have not indicated it.

Like the old time politician when facing a vexatious issue, the Oregonian proceeds to erect a man of straw and then vigorously lambast it. In this case the Oregonian resorts to falsehood as a framework for its dummy. The Mail Tribune never attacked Portland investment at the mouth of the Rogue or elsewhere, or tried to put it out of business. As a matter of record, the Mail Tribune assisted in reopening the lower Rogue to salmon fishing so the cannery could operate and won the enmity of the radicals by opposing unreasonable restrictions hampering the operation.

One of the New Years issues of the Oregonian boasted of the fact that \$80,000,000 had been invested in Portland skyscrapers in the past few years. If a fraction of this capital had been invested in developing the resources of the state, Oregon would not today be lagging in the procession of progress. But so long as Portland capital is only interested in skyscrapers and views with unconcern the proposed junking of a railroad line and the consequent destruction of investment, Oregon will continue to lag.

The Oregonian views the threatened crippling of a cannery with alarm because it is a Portland investment. However it views with equanimity the proposed destruction of a railroad, numerous lumber mills and the prosperity of a community—totaling an investment of many times that of the cannery—presumably because it is not a Portland investment. Here we have the true Portland spirit.

Unless Portland does rouse from slumber and realize responsibilities, she will continue to rule a comparatively empty empire—and be poor indeed.

IRVING COBB TO LECTURE ON WAR PAGE FEBRUARY 12

One of the greatest lecture events in the city's history will occur on the evening of the 12th, at the Page theater and great interest is already manifest.

Irvin S. Cobb, America's most widely read and most popular short story writer, the leading feature writer for the Saturday Evening Post, one of the most celebrated of all the great war correspondents, the man who created the famous Judge Priest stories, who wrote "The Thunders of Silence," the story that created a great sensation throughout the nation because of its application to Robert M. LaFollette, and the author of any number of other stories that have attracted world-wide attention, will naturally create more interest than any other speaker ever brought to Medford.

It was this noted humorist and writer that with the German army, behind the German lines, before we entered the war, saw Belgium revisited, and later several times was

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all along the allied front, sending back to the greatest publications in America the most noted stories written by any of the late war correspondents. From the great interest already shown, Mr. Cobb's coming to Medford the capacity of the house will evidently be taxed. He is crowding the houses and turning people away wherever he lectures. The Lincoln club has courteously consented to hold off their banquet until after Mr. Cobb's lecture which begins at 7:30. Mail orders are now accepted and box office will open Monday morning at 10:30. Mr. Geo. Andrews is responsible for securing Mr. Cobb for this date and the engagement is under his management.

EASTERN UKRAINE SEIZED BY BOLSHEVIKI

LONDON, Feb. 6.—Bolshevik forces are now masters of almost the whole of Eastern Ukraine, including the important cities of Kharkov, Poltava, Ekaterinoslav and the Kozetz region, according to a Selizators dispatch to the Mail. A soviet government is reported established at Kharkov.

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GRADE CROSSING ACCIDENTS SHOW AUTOS HIT TRAINS

SAN FRANCISCO, Feb. 6.—"Nearly one-third of a total of 83 grade crossing accidents on the Southern Pacific for the last quarter of the year 1918 involving automobiles and trucks were caused by running or skidding into trains instead of being struck by trains," says L. J. Chace, assistant to the general manager.

The character of these accidents was as follows: Stalled on track 9; ran on track in front of train 39; ran into side of engine or train 22; skidded into side of train 5; ran into crossing gates 5; ran into crossing flagman 1; ran into cattle guard 1; ran around switching 1.

Smash Crossing Gates. "The fact that five crossing gates and one crossing flagman, while protecting vehicles and pedestrians from passing trains, were struck by automobiles would seem to indicate a degree of indifference to danger on the part of some automobile drivers above the ordinary.

Conditions in this respect are further aggravated by the increasing number of auto trucks and potential derailment of trains from striking the same. At San Martin, Cal., January 7, the engine, baggage and mail cars and the forward trucks of the smoker on passenger train No. 28 were derailed, as the result of striking a 5-ton auto truck with trailer. The crossing was provided with standard warning signs and from a point 50 feet distant from the center of the track the driver of the truck has a clear vision in the direction of the approaching train for about three-quarters of a mile. The expense to the company occasioned by this accident was \$5,000, and employees and passengers on the train had a narrow escape from injury. The finding of the board of inquiry was that the driver of the truck was guilty of criminal negligence, and the board not only recommended that action be instituted against the driver but that the legislature be petitioned to enact legislation which would require drivers of automobiles or auto trucks to stop, look and listen before crossing the tracks of a railroad at grade.

Trucks Strike Engines. "Recently an engineer on the Southern Pacific was severely burned as a result of striking an auto-truck loaded with crude oil, which immediately ignited. Still more recently a truck loaded with gasoline crossed the track almost immediately in front of No. 78. The pilot beam of the engine struck and broke off the faucet on the rear of the tank allowing gasoline to escape. The train was moving at a speed approximately 45 miles an hour, and what would have been a very serious accident was escaped by a mere fraction of a second.

"Drivers of auto trucks, automobiles and other vehicles should realize the danger attending the crossing of railroad tracks over which at varying speeds trains are operated in both directions throughout the day and night. They should bear in mind the importance of determining whether a train is approaching before attempting to cross. It should be borne in mind that the momentum of a fast moving train can not be

PACIFIC COAST EXPECT EXPANSION OF SHIP BUILDING

SAN FRANCISCO, Feb. 5.—An extensive development of shipbuilding and a wide expansion of maritime industry in all of its branches is looked for by shipping interests of the Pacific coast with the return to the world of normal peace conditions. This expectation is based in a great measure on the fact that the Pacific coast suffered comparatively little by the demands of war, while at the same time its immense natural resources were extensively developed by the government for increased tonnage. The coast is now equipped with more than a score of modern ship building plants, some of them among the largest in the country. These yards were equipped with every facility for turning out tonnage at the highest speed, and now that the war is over, these facilities will not be allowed to go to waste.

In San Francisco, the harbor board recently announced plans for extensive reconstruction of piers and warehouses. Plans for an absorption of usual port charges by division of overhead expense brings to the front the free port movement, a subject which now looms large in relation to the commerce of all ports.

According to Robert Dollar, a shipping authority, Pacific shipping by America will come into keen competition with Japan. "Japanese ship owners," he said, "have made enormous profits during the war, therefore that competition will be backed by plenty of money, supported by subsidies for ship building and for carrying of mails, advantages which Americans will be forced to combat."

With the recently announced release by the United States Shipping Board of all requisitioned ships, and the turning over to private interests of government owned vessels, many of the larger lines engaged in Pacific coast and Panama canal trade are planning early resumption of interrupted service.

SINN FEINERS ESCAPE FROM LINCOLN PRISON

LONDON, Feb. 4.—News received Dublin this morning, according to a Central News dispatch from that city, that Edward De Valera, Mill Roy and John McCarry, three Sinn Feiners elected to the British parliament last December, had escaped from the Lincoln prison. Last spring the British government rounded up a number of Sinn Fein leaders when it was declared a plot backed by Germany was in process of incubation in Ireland.

All states ratifying after Nebraska are extra drvs.—New York Sun.

arrested short of 1000 to 1500 feet, depending on speed, weight of equipment, braking power, topography and condition of rail, and that a train moving at a speed of 50 miles an hour, requires less than one-quarter of a minute to run one-fifth of a mile."

CZECHO-SLOVAK REPUBLIC'S CLAIMS MADE AT PARIS

PARIS, Feb. 5.—The supreme council of the peace conference today received from M. Kramars and M. Benis a statement of claims of the new Czecho-Slovak republic. They asked that Czecho-Slovakia comprise Bohemia, Moravia, Silesia, Slovakia and the Ruthenian section of Hungary as well as outlying regions where the Czecho-Slovaks are largely in the majority. This would embrace a territory populated by about 13,000,000 people.

The necessity of giving the new state an outlet to the sea was emphasized, it being pointed out that a way should be found northward by the Elbe and Vistula to the North and Baltic seas, eastward by the Danube to the Black sea or southward through Trieste or Fiume to the Adriatic. The delegates asked for the internationalism of waterways and railways giving them these outlets.

The hearing given the Czecho-Slovaks resulted in the decision by the supreme council to name a commission of eight members, two each from France, Great Britain, Italy and the United States, to look into the technical aspects of the Czecho-Slovak claims.

WILSON TO ADVISE SENATE ABOUT LEAGUE

WASHINGTON, Feb. 6.—During the debate in the senate today on the League of Nations proposal before the peace conference Senator Hitchcock, chairman of the foreign relations committee, said he felt sure that at the proper time and before committing the American government, President Wilson would advise the senate regarding the agreement for such a league.

EXTRA LONG WEAR FROM SHOES

T. D. Collins of Oolala, Hawaii, makes a remarkable statement which demonstrates the money-saving durability of Neolin Soles. He writes: "After wearing a pair of Neolin-soled shoes all day and on for the 3-4 months, I wore them on a trip to the volcano of Kilauea and walked around the crater over hot lava 35-40 miles and still the soles showed only slight signs of wear."

Neolin Soles

Get them on new shoes for all members of the family and have them out in warm spots. They are made by The Goodyear Tire & Rubber Company, Akron, Ohio, who also make Wingfoot Heels, guaranteed to outwear any other heels.

CREAM FOR CATARRH OPENS UP NOSTRILS

Tells How To Get Quick Relief From Head-Colds. It's Splendid! In one minute your clogged nostrils will open, the air passages of your head will clear and you can breathe freely. No more hawking, sneezing, blowing, headache, dizziness. No struggling for breath at night; your cold or catarrh will be gone.

MEDFORD IRON WORKS FOUNDRY AND MACHINE SHOP

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OLD-TIME GOLD CURE— DRINK HOT TEA!

Get a small package of Hamburg Brand Tea at any pharmacy. Take a tablespoonful of the tea, put a cup of boiling water upon it, pour through a sieve and drink a teacup full at any time during the day or before retiring. It is the most effective way to break a cold and cure grip, as it opens the pores of the skin, relieves congestion. Also loosens the bowels, thus breaking up a cold.

RUB RHEUMATISM FROM STIFF ACHING JOINTS

Rub Soreness from joints and muscles with a small trial bottle of old St. Jacobs Liniment. Stop "losing" Rheumatism. It's pain only; not one case in fifty requires internal treatment. Rub soothing, penetrating "St. Jacobs Liniment" right on the "tender spot," and by the time you say Jack Robinson—out comes the rheumatic pain. "St. Jacobs Liniment" is a harmless rheumatism cure which never disappoints and doesn't burn the skin. It takes pain, soreness and stiffness from aching joints, muscles and bones; stops rheumatism, lumbago, backache, neuralgia. Limber up! Get a 30 cent bottle of old-time, best "St. Jacobs Liniment" from any drug store, and in a moment you'll be free from pain, aches and stiffness. Don't suffer! Rub rheumatism away.



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